


The Virginia Motor Sport Club
presents...
the 42nd Anniversary
Awards Banquet
January 9th, 1993
at the
Westwood Racquet Club

Cocktails at 6:00 p.m. Dinner served at 7:00 p.m. Awards
presentation at 8:00 p.m. Dancing 9:00 p.m. to midnight
Music will be provided by "B.L.T." Buffet Selections
Carved Roast Round of Beef
Leg of Lamb
Roasted Herb Chicken
\$30.00 per person

Cost includes set-up, dinner, and live music
B.B.Q. (no beer, wine will be subject to a corkage fee)

Admission by prior reservation only. Contact Robin Roegner at
285-4133 or Mail reservation and check payable to VMSC to
6801 West Trace Street Richmond, Virginia 23226



The
Virginia Motor Sport Club
42nd Anniversary Awards Banquet
Westwood Racquet Club
January 9, 1993

You can look but don't touch



Program

- 6:00 - 7:00 Cocktails
- 7:00 - 8:00 Dinner
- 8:00 - 9:00 Presentation of Awards
- Marque Awards
 - Rally of the Year
 - Rally Championships
 - Speed Championships
 - Overall Championships
 - Introduction of Past Presidents
 - Introduction of 1993 Officers
- 9:00 - 12:00 Dancing

Acknowledgements

We wish to take this opportunity to thank the following friends of VMSC whose past and present generosity has contributed so much to this awards presentation.....

Marque Trophies

E.G. Bradley	Triumph
Goyne Chevrolet	Chevrolet
Hawthorne Volkswagen	Volkswagen
Mooers Motor Car Co.	Volvo
Richmond Honda Company	Honda
Sanderson Auto Group	Datsun-Nissan
	Saab
Team Mazda	Mazda

You can look but don't touch





Marque Points



1. 700 Andy Siff



1. 800 Mike Weedon
1. 800 John Wilton



1. 700 Dallas Gregory



T 1. 6500 Bill Lloyd
2. 1800 Scott Powell
3. 1100 Bill Gilchrist
4. 900 Paul Hale



T 1. 5300 John Hartka
2. 2600 Steven Painter
3. 1000 Marti Stephens-Hartka



1. 1500 Joe Creery
2. 700 Michael Porch
3. 500 Timothy Ryan



T 1. 3300 Bill Shelley
2. 400 Charlie Passut



1. 3100 Paul Hale
2. 900 Ken Van Horn

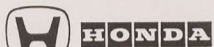


SILVER FOX

1. 2800 Jeff Chasen
2. 900 John Wilton

VAN DIEMEN

1. 3600 John Wilton



T 1. 7000 Shelia Hunter
2. 6900 Chip Williams
3. 4100 Rick Carr
4. 3600 Bill Hunter
5. 1000 Beth Mills
6. 900 Bobby Dickinson
6. 900 Neale Dickinson
6. 900 Floyd Mills
9. 800 Jessica Mills
10. 700 Carol Carr
11. 400 Joe Creery

Mazda

T 1. 7900 Dick Boogher
2. 6200 George Ferrell
3. 4000 Andy Siff
4. 3400 Jim Caruthers
5. 2800 James Adcock
6. 1000 John Wilton
7. 900 Neale Dickinson



1. 2000 Greg Miller



1. 6800 Richard West
2. 5800 David Langston
3. 2000 Georgia Langston



PONTIAC

1. 3600 Phillip Webster



1. 2000 Bill Whitehead



1. 1900 James Adcock

SUBARU

1. 200 Toby Williams

TOYOTA

1. 4700 Joe Bainbridge
2. 2100 Dave Glenn
3. 1000 Alan Armstrong



T 1. 4900 Tyler Hancock
2. 1500 Ken Van Horn



T 1. 900 Tom Yost
2. 700 Gordon Paterson
3. 500 Tom Blot



1. 1300 Judy Santagata
2. 700 Tony Santagata



Speed Championships

Stock

*T 1. 5000 Richard West
T 2. 4900 David Langston
T 3. 4800 Bill Lloyd
4. 4700 James Adcock
5. 4600 George Ferrell
6. 4100 Rick Carr
7. 4000 Paul Hale
8. 3700 Tyler Hancock
9. 3400 Jim Caruthers
10. 3300 Bill Shelley
11. 2600 Phillip Webster
12. 2000 Georgia Langston
13. 1500 Ken Van Horn
14. 1100 Bill Gilchrist
15. 700 Carol Carr
15. 700 Dallas Gregory
15. 700 Gordon Paterson
15. 700 Michael Porch
19. 500 Tom Blot
19. 500 Timothy Ryan
21. 200 Toby Williams

Street Prepared

*T 1. 5000 Chip Williams
T 2. 4800 Dick Boogher
3. 4100 John Hartka
4. 4000 Andy Siff
5. 2600 Steven Painter
6. 2000 Bill Whitehead
7. 900 Bill Hunter
7. 900 Floyd Mills
7. 900 Tom Yost
10. 400 Charlie Passut

* indicates OVERALL SPEED CHAMPION

Prepared/Modified

T 1. 4700 John Wilton
T 2. 4200 Joe Bainbridge
T 2. 4200 Shelia Hunter
4. 2800 Jeff Chasen
5. 2100 Dave Glenn
6. 2000 Greg Miller
7. 1900 Joe Creery
8. 900 Bill Hunter



Rally Championships

Rally of the Year

Ye Olde Time Rallye
Rallyemasters:
Neale Dickinson and Gerry Eberhard

equipped

T 1. 2000 Shelia Hunter
T 2. 1900 Neale Dickinson
3. 1800 Scott Powell
4. 1000 Bill Hunter
4. 1000 Beth Mills
6. 900 Dick Boogher
6. 900 Bobby Dickinson

unequipped

T 1. 1800 Mike Weedon
T 1. 1800 John Wilton
T 3. 1700 Judy Santagata
T 3. 1700 Tony Santagata
5. 1400 Dick Boogher
5. 1400 John Hartka
7. 1000 Alan Armstrong
7. 1000 Marti Stephens-Hartka
7. 1000 Phillip Webster
10. 900 Ken Van Horn
11. 800 Bill Hunter
11. 800 Jessica Mills
13. 700 Andy Siff





1992 VMSC POINTS CHAMPIONSHIP

T indicates Trophy Position

Overall Championship

T 1.	8400	Dick Boogher	33.	2300	Joe Creery
T 2.	8250	Shelia Hunter	34.	2150	Robin Boogher
T 3.	7900	John Wilton	35.	2000	Georgia Langston
T 4.	7500	George Ferrell	36.	1850	Gerry Eberhard
T 5.	7150	Richard West	36.	1850	Wilt Greenwood
T 6.	7100	Chip Williams	38.	1750	Floyd Mills
T 7.	6700	Bill Lloyd	39.	1600	Beth Mills
T 8.	6500	John Hartka	40.	1350	Barbara Greenwood
T 9.	6250	Bill Hunter	41.	1100	Doug Burton
T 10.	5850	Neale Dickinson	41.	1100	Bill Gilchrist
T 11.	5800	David Langston	41.	1100	Marti Stephens-Hartka
12.	5550	Scott Powell	44.	1050	Tom Yost
12.	5550	Andy Siff	45.	1000	Alan Armstrong
14.	5150	Joe Bainbridge	46.	950	jet Burton
15.	5100	James Adcock	46.	950	Jessica Mills
16.	4900	Tyler Hancock	48.	850	Debbie Weir
17.	4650	Jim Caruthers	48.	850	Dennis Weir
17.	4650	Paul Hale	50.	800	Michael Porch
19.	4450	Mike Weedon	51.	700	Carol Carr
20.	4300	Rick Carr	51.	700	Dallas Gregory
21.	4100	Ken Van Horn	51.	700	Gordon Paterson
21.	4100	Phillip Webster	54.	500	Tom Blot
23.	3800	Jeff Chasen	54.	500	Sandy Eberhard
24.	3400	Bill Shelley	54.	500	Timothy Ryan
25.	3000	Dave Glenn	57.	450	Mike Newsome
26.	2900	Bobby Dickinson	57.	450	Charlie Passut
26.	2900	Judy Santagata	57.	450	Toby Williams
28.	2850	Candy Bainbridge	60.	50	Chuck Edwards
29.	2700	Steven Painter	60.	50	Mark Johnston
30.	2650	Tony Santagata	60.	50	Ruth Williams
31.	2400	Greg Miller	60.	50	Cheryl Yost
31.	2400	Bill Whitehead			



 * The following members received their Certificates of Life Membership: *
 * Richard Fohl *
 * Frank Merkel *
 * *
 * CONGRATULATIONS!!! *
 * *****



Worth waiting for





Time for change

PRESIDENTS of VMSC

- | | | | |
|------|-----------------|------|-------------------|
| 1950 | MARK CONDON | 1970 | GEORGE WINFREE |
| 1951 | MARK CONDON | 1971 | BRAD PEASELEY |
| 1952 | ALLEN FINE | 1972 | JOHN CHEHASKE |
| 1953 | BILL CLAFLIN | 1973 | MIKE CASTLEBERRY |
| 1954 | JOE CRENSHAW | 1974 | BOOKIE WESTBROOK |
| 1955 | HAP BATCHELLER | 1975 | CHUCK HOELZEL |
| 1956 | JACK LEWIS | 1976 | LEN WELLS |
| 1957 | JACK LEWIS | 1977 | ART WINGO |
| 1958 | BOB WALKER | 1978 | BARBARA GREENWOOD |
| 1959 | JOHN KESSLER | 1979 | DICK JONES |
| 1960 | GEORGE PATTESON | 1980 | LEWIS PARSLEY |
| 1961 | CHARLES LARUS | 1981 | LIBBY WELLS |
| 1962 | SAM CARMINE | 1982 | GARY STOUT |
| 1963 | ED COBB | 1983 | SHELIA HUNTER |
| 1964 | KENDALL PARKER | 1984 | FLOYD MILLS |
| 1965 | CECIL WRIGHT | 1985 | NEALE DICKINSON |
| 1966 | BILLY DIXON | 1986 | BETH MILLS |
| 1967 | HART GRUNDY | 1987 | JOHN ADAMS |
| 1968 | WILT GREENWOOD | 1988 | JET BURTON |
| 1969 | CHUCK EDWARDS | 1989 | GERRY EBERHARD |

- | | |
|------|--------------|
| 1990 | DENNIS WEIR |
| 1991 | SCOTT POWELL |
| 1992 | DICK BOOGHER |

1993 MIKE WEEDON



1993 Officers

- | | |
|-----------------------|-----------------|
| President | Mike Weedon |
| First Vice-President | Andy Siff |
| Second Vice-President | Dick Boogher |
| Treasurer | John Hartka |
| Secretary | Neale Dickinson |
| Assistant Secretary | Phil Webster |





November 22, 1992 at THE FOOD CARNIVAL
 December 13, 1992 at FORT LEE AIRSTRIP
 January 17, 1993 at THE FOOD CARNIVAL

ODS: Richard West (804) 271-8424 (after 7:00 PM)
 Bill Lloyd (804) 796-6836

This event has an unusual format. Please read this flyer carefully.



All competitors will be placed into ONE of FOUR classes. Trophies will be awarded by the "PAX" Index. The FOUR classes are:

NOVICE

1. NO "R" Compound tires.
2. NO regular trophy winners in contested classes.
3. The ODS will be alert for "Sleepers".
A decision to move a competitor to a faster class will be final.

LADIES

1. "R" Compound tires are allowed.
2. All ladies not required to run in PRO I are eligible.

PRO II

1. "R" Compound tires are allowed.
2. Moderate local Autocross Success in a contested class.

PRO I

1. SCCA Divisional or National Success.
2. PRO Solo Success.
3. State Championship, or a Club (or group of clubs) Series Trophy Winner.
4. Any consistent trophy winner in a competitive class.
5. Any competitor may choose to run in PRO I if they wish.

TROPHIES

Trophies are to be awarded by point accumulation. Points will be awarded as follows:
9, 7, 5, 3, 2, 1, 1, 1, 1, 1.

Trophies will be awarded by the average number of cars in a class for the entire event.

Trophies will be awarded in the following manner:
1-5 cars (1) trophy 6-11 cars (2) trophies
12 cars and up (3) trophies.

Dash Plaques will be awarded to the first one-hundred competitors.

WORKING

Each competitor will be required to work the Heat following the one in which he competes. Failure to work will result in a DISQUALIFICATION for that days event.

ROLL BARS REQUIRED ON OPEN CARS USING RACING TIRES.

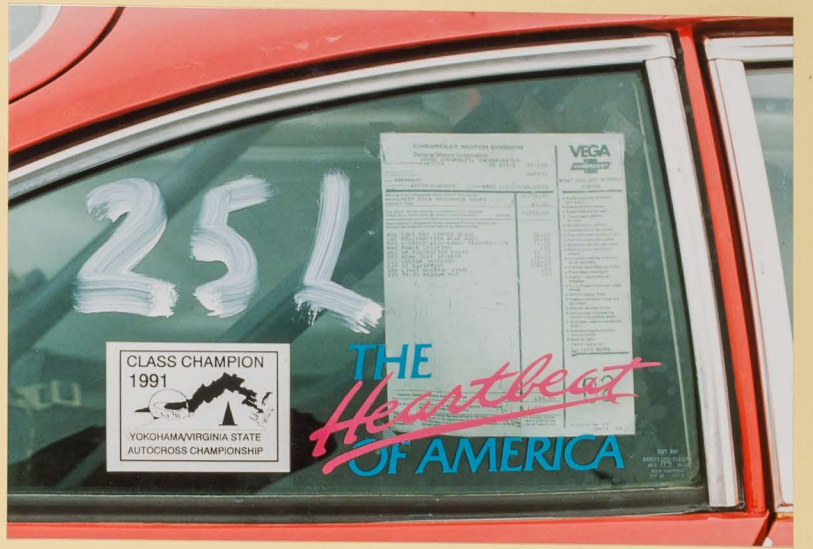
AS ALWAYS NO ALCOHOLIC BEVERAGES ALLOWED!!!

THIS IS NOT A POINTS EVENT FOR VMSC MEMBERS.

FCO is at 10:00 AM
Registration opens at 9:00 AM and closes at 1:00 PM

The cost is \$12.00 per event.





VIRGINIA MOTOR SPORT CLUB
PRESENTS



**AUTOCROSS
SCHOOL 1993**



Saturday March 27th, 1993 9:00 am
Food Carnival Parking Lots
Midlothian and German School Road

V.M.S.C. is pleased to offer it's 1993 autocross school, under the able direction of chief instructor John Wilton. Many of the area's finest drivers have again offered their assistance for this once a year event!

DON'T BE LEFT OUT!

Registration is limited so that each student can receive personalized attention.

All drivers are welcome from the first-timer to the experienced.

Use this opportunity to get a lot of seat time, while benefiting from the experience of the experts.

Call John Wilton to Pre-Register >> Days: 794-4362
Evenings (Before 8pm): 794-3196
(SAME-SITE AUTO-X ON SUNDAY)

SCHOOL ONLY \$25



THE INITIAL AUTOCROSS III

Presented By

THE VIRGINIA MOTOR SPORT CLUB

March 28th, 1993

LOCATION: THE FOOD CARNIVAL ON MIDLOTHIAN TURNPIKE
FIRST RUN: 10:00 AM, FUN RUNS: TIME PERMITTING
FEES: \$12 MEMBERS, \$15 NON-MEMBERS

NO ALCOHOLIC BEVERAGES ALLOWED!

3 timed runs, 10 car heats, SCCA Solo II classing. Each participant is required to work a heat of forfeit your best run. Noise regulations will be in effect for all stock and street prepared cars. VMSC safety regulations enforced. Pre-registration is strongly recommended.

Call Dick Boogher at (804) 649-7133
OD's Dick Boogher & Phil Webster

**START THIS SPRING OUT RIGHT!
ATTEND THE SCHOOL THEN TRY YOUR
SKILLS AT THE AUTOCROSS THE NEXT
DAY!**





THE INITIAL AUTOCROSS III
Dick Boogher and Phil Webster OD's
March 28th, 1993

Finish	Name	1st Run	2nd Run	3rd Run	Best
A Stock					
1	T John Sheally	1:39.59+2P	1:38.33	1:35.83	1:35.83
2	James Adcock	1:39.30+1P	1:34.87+1P	1:36.07	1:36.07
B Stock					
1	T Richard West	1:34.98	1:32.08+2P	1:33.40	1:33.40
2	Charlie Passult	1:43.47	1:41.67	1:39.78	1:39.78
3	James Fiden	1:43.59	1:41.64	1:46.69	1:41.64
4	Gerry Eberhard	1:50.58+2P	DNF	1:45.95+2P	1:49.95+2P
C Stock					
1	T George Ferrell	1:42.57	1:40.23	1:38.29	1:38.29
2	Jason Deiter	1:48.52	1:48.19	1:41.93	1:41.93
3	Jim Caruthers	1:47.28+1G	1:47.77	1:45.70	1:45.70
D Stock					
1	T Ben Schaeffer	1:58.91	1:46.68	1:45.71	1:45.71
2	Bill Shelley	DNF	1:46.63	DNF	1:46.63
E Stock					
1	T David Langston	1:39.32	1:37.83	1:37.90	1:37.83
2	Georgia Langston	1:43.37	1:45.27+1P	1:40.89	1:40.89
3	Tyler Hancock	1:41.39+2G	1:41.53	1:40.23+1P	1:41.53
4	Chris Bradshaw	1:54.75+2G	1:51.63	1:47.77+1P	1:47.77+1P
F Stock					
1	T Del Cavazos	1:45.65+6P	1:48.15+2P	1:43.47	1:43.47
2	David Diaz	1:48.44+1P	1:49.18+1P	1:48.40	1:48.40
3	Kerry Flynn	2:02.13	DNF	1:53.62	1:53.62
4	Bill Nixon	2:05.42	DNF	DNF	2:05.42
G Stock					
1	T Forrest Keeton	DNF	1:49.07	1:51.81	1:49.07
2	Charlene Johnson	DNF	1:58.63+2G	2:14.11	2:14.11
H Stock					
1	T Bob Kacsur	1:43.60+1G	1:48.07	1:40.43	1:40.43
2	Bill Lloyd	1:42.00	1:42.56	1:41.17	1:41.17
3	Jennifer Nixon	2:00.87+6G	2:00.52	1:57.60	1:57.60
4	Michael Roane	DNF	DNF	1:49.39+4G	1:49.39+4G

Finish	Name	1st Run	2nd Run	3rd Run	Best
A Street Prepared					
1	T Bill Whitehead	DNF	1:33.70+1P	1:31.84	1:31.84
2	John Estep	1:41.60	1:41.45+1G	1:40.37	1:40.37
3	Roger Garrett	1:43.45	1:42.73	1:40.83	1:40.83
4	John Hartka	2:04.48	1:43.41+1P	1:42.30	1:42.30
5	Bud First	DNF	DNF	1:51.07+2G	1:51.07+2G
C Street Prepared					
1	T Chip Williams	1:39.03	1:36.50	1:34.92	1:34.92
2	Ryan Sanford	1:57.57+3G	DNF	DNF	1:57.57+3G
D Street Prepared					
1	T Dick Boogher	1:40.53+1P	1:38.50	1:40.08+1G	1:38.50
2	Joe Creery	DNF	1:46.37	1:45.68	1:45.68
3	Paul Hale	1:45.18+1P	DNF	1:43.93+1P	1:45.93
4	William Thacker	DNF	DNF	1:54.42+2G	1:54.42+2G
E Street Prepared					
1	T Nick Smilek	1:28.33+3G	1:41.49+1G1P	1:41.26	1:41.26
C Prepared					
1	Andy Siff	1:41.62+1P1G	1:40.72	1:39.73	1:39.73
E Prepared					
1	T Robie Robinson	DNF	1:47.14+2P2G	1:45.64	1:45.64
A Modified					
1	T Allen Goode	1:33.11	1:34.57+1P1G	1:31.29	1:31.29
Even Runs					
	Richard West	1:33.87+1P	1:32.93+1P	DNR	1:32.87+1P
	Richard West	1:33.XX+1P	1:33.XX	1:32.32	1:32.32
	Michael Roane	DNF	1:54.+4G	1:51.XX	1:51.XX
	Bud First	1:47.XX	1:44.XX+3P	1:41.XX+1P	1:41.XX+1P
	Rob Lowery	2:09.XX	1:55.XX	1:55.XX	1:55.XX
	Paul Hale	1:43.XX	1:42.XX+3P	1:42.XX+1P	1:43.XX
	Chris Bradshaw	1:50.XX	1:51.XX+1P	1:48.XX+1P	1:50.XX
	Bob Kacsur	1:41.XX	1:40.XX	1:38.45	1:38.45
	James Adcock	1:37.XX	1:35.XX	1:34.23	1:34.23
	Darryl Jackson	DNF	1:49.XX	1:48.08	1:48.08
	Forrest Keeton	1:50.XX	1:50.XX	1:48.XX	1:48.XX

T=Trophy position
P=Pylon penalty (add 2 seconds)
G=Gate missed (add 10 seconds)
X=Missing data on time sheet
DNF=Did Not Run, DNR=Did Not Run

The OD's wish to thank everyone who participated and worked this event.

GET THE LEAD OUT AUTOCROSS



PRESENTED BY : THE VIRGINIA
MOTOR SPORTS CLUB

DATE : APRIL 25th 1993 .
FIRST CAR OFF : 10:00 AM
LOCATION : SOUTH SIDE SPEEDWAY
GENITO RD. RICHMOND VA.
FEES : \$12.00 MEMBERS, \$15.00 NON-MEMBERS
FUN RUNS : \$2.00 TIME PERMITTING
OD's : TYLER HANCOCK (804) 794-1887
KEN VANHORN (804) 598-4009

3 TIMED RUNS , 10 CAR HEATS , SCCA SOLO II
CLASSING . EACH PARTICIPANT IS REQUIRED TO WORK
ONE HEAT OR FORFEIT THEIR BEST TIME . NOISE
REGULATIONS WILL BE IN EFFECT FOR ALL STOCK AND
STREET PREPARED CARS . V.M.S.C. SAFTEY
REGULATIONS WILL BE ENFORCED .
NO ALCOHOLIC BEVERAGES ALLOWED !!
COME SEE THE NEW REPAVED INFIELD !!!

THE GET THE LEAD OUT AUTOCROSS RESULTS

OD TYLER HANCOCK & KEN VANHORN

			1ST	2NT	3RD	BEST
A/S						
T	PHIL DAME	RX 7	48.61	48.23	47.47	47.47
	JOHN BEASLEY	PORSCHE	51.53	51.57+1G	49.92+1G	51.53
	ALEX SMITH	PORSCHE	58.48	55.86	54.97	54.97
B/S						
T	*RICHARD WEST	TOYOTA	46.37	45.87	45.50	45.50
	JAMES FIDER	RX 7	49.40	48.97	48.10	48.10
	*CHARLIE PASSUT	SHELBY	51.73	50.47	51.41	50.47
	GARY BOHON	MR 2	52.59	53.84	50.93	50.93
	DAVID HORTON	MITSUBI	52.49	52.81	51.28+1P	52.49
C/S						
T	*GEORGE FERRELL	MIATA	49.60	49.79+1P	49.92	49.60
	*J CARUTHERS	MIATA	52.92	52.55	51.62	51.62
	*ANDY STIFF	RX 7	53.29	52.08	51.94	51.94
	JASON DIETER	RX 7	55.97	53.71	53.27+1P	53.71
	LAWRENCE HABER	240 SX	55.69	53.99+1G	53.76	53.76
	JAY HENDERSON	RX 7	57.73	56.54	56.59	56.54
D/S						
T	*DANA COLE	300 ZX	53.66+1P	52.86	53.41	52.86
	JOSHUA LIEF	SENTRA	55.07+2P	53.26	53.03	53.03
E/S						
T	*DAVID LANGSTON	COLT T	49.03	48.44+1P	48.16	48.16
	*TYLER HANCOCK	TR 6	49.81	50.03	49.99	49.81
	*GEORG LANGSTON	COLT T	51.89	51.06	50.30+1P	51.06
	JASON FULLER	HONDA	103.73+1P	52.93	53.50	52.93
F/S						
T	*DEL CAVAZOS	CAMERO	51.28	51.40	51.83+1P	51.28
	*PHIL WEBSTER	TRANS/AM	55.73	55.38	53.56	53.56
	KERY FLYNN	CAMERO 8	54.83	55.76	55.69+1P	54.83
	DAID DIAZ	MUSTANG	52.57	52.25+1P	52.47	52.47
	JAMES MCANDREW	MUSTANG	54.30	52.51	51.19+1P	52.51
B/S						
T	*FORREST KEETON	CAMERO 6	53.47+1P	53.50	52.87	52.87
H/S						
T	*BUD SCOTT	ESCORT	51.71	50.88	49.60	49.60
	RAY ELLIOTT	SUZUKI	52.37	51.81	52.73+1G	51.81
	WILLIAM THACKER	TOYOTA	52.57	56.87	52.03+1P	52.57
	MICHAEL ROANE	STANZA	54.90	54.00	52.73	52.73

			1ST	2NT	3RD	BEST
A/SP						
T	JOHN KESSLER	911	49.25	47.90	46.99	46.99
	*BILL WHITEHEAD	911	50.33	47.49	47.40	47.40
	*JOHN HARTKA	DATSUN	52.19	52.55	51.28	51.28
	*JOHN ESTEP	280Z		DNF		
C/SP						
T	BILL GEARHART	RX 7	52.26	51.21	50.29	50.29
	JOHN OCONNELL	BMW M3	55.29	52.29	50.69+1P	52.29
	ROB LOWERY	HONDA	53.51	52.39	53.37	52.39
D/SP						
T	*DICK BOOGHER	RX 2	46.29+1G	46.89+1P	46.99	46.99
	TROY BLANTON	MG	48.09+2P	48.73	48.05+1P	48.73
	JOHN MAGLIER	VW	57.69	50.15	49.06	49.06
	BRUCE THOMPSON	VOLKSW	51.08	49.88	49.83	49.83
	DWIGHT MYERS	VOLKSW	55.63	54.71	53.80	53.80
E/SP						
T	NICK SMILEK	MONT/CARLO	50.08	49.52+2P	49.16	49.16
C/P						
T	*ANDREW STIFF	EAGLE	51.30	50.18	50.17	50.17
D/P						
T	*BILL HUNTER	CRX	50.67	48.78	48.25	48.25
	*SHELIA HUNTER	CRX	58.93	55.13	52.74	52.74
E/P						
T	MIKE UNGER	DATSUN	47.73	47.86	47.36	47.36
	*ROBIE ROBINSON	66 VW	53.91	51.62	51.66	51.62
F/P						
T	JEFF LOTTS	280 Z	48.96	47.72	47.17	47.17
C/M						
T	*JOHN ADAMS	RED DEVIL	44.45	43.31	42.99	42.99 FTD
	*JOHN WILTON	VAM DIEMEN	43.70	DNF	43.33	43.33
D/M						
T	*KEN VANHORN	LYNX	54.98	52.43	50.69+1P	52.43
E/M						
T	NEIL MADDOX	MG MIDGET	47.81	47.54	47.25	47.25

* = INDICATES A VMSC MEMBER "IF YOU MARKED THE BLOCK"
T = INDICATES A TROPHY

THANKS TO EACH OF THE WORKERS. DUE TO STARTING ON TIME AND KEEPING ON TRACK, WE ALL WERE ABLE TO HAVE A GREAT TIME AND LOTS OF FUN RUNS. AS YOU MAY NOT KNOW, THE TRACK WAS DONATED TO US FREE FOR THIS TRIP BY J.E. BALDACCIO AT SOUTHSIDE. I THINK THE FACILITY IS GREAT AND MANY THANKS TO FRANCIS AT THE CONCESSIONS WHO OPENED UP FOR OUR CONVENIENCE... AGAIN... THANKS TO ALL....

TYLER AND KEN



PRESENTS

"Little Bridges"



A STRAIGHTFORWARD, TRAPPED-BUT-EASY TSD RALLY
WANDERING THROUGH THE WATERSHEDS OF THE NORTH AND
SOUTH ANNA RIVERS, AND ENDING IN A CHILI FEAST
AT THE IRON HORSE RESTAURANT IN ASHLAND.

RALLYMASTERS AND COURSE LAYOUT:

WILT AND BARBARA GREENWOOD

OFFICIAL PRECHECK:

SCOTT POWELL

DATE OF EVENT:

SUNDAY, MAY 2, 1993

TIME OF EVENT:

REGISTRATION FROM 10:00 TO 10:45 A.M.,
1ST CAR OFF AT 11:01 A.M.

STARTS FROM:

THE MUNICIPAL PARKING LOT IN DOWNTOWN ASHLAND, VA.
TO GET TO THE LOT, TAKE THE ASHLAND EXIT FROM I-95
ONTO ROUTE 54 WEST, TURN LEFT ONTO VIRGINIA STREET
AFTER PASSING THE MOVIE THEATRE, AND TURN RIGHT ONTO
ROBINSON STREET AT THE FIRST INTERSECTION. THE LOT
WILL BE ON YOUR LEFT, ABUTTING RAILROAD AVENUE.

ENDS AT:

ANDY AND MIMI SIFF'S IRON HORSE RESTAURANT, JUST
ACROSS THE RAILROAD TRACKS FROM THE START. CHILI
AND BEVERAGES ARE BEING FURNISHED COURTESY OF THE
SIFFS AND VMSC - PLAN TO STAY AROUND AND ENJOY THEM.

COST: \$12.00 PER CAR

THIS WILL BE A STANDARD-FORMAT, LOW-DIFFICULTY EVENT, USING BOTH
NUMBERED AND SPECIAL INSTRUCTIONS. SPEEDS WILL BE BRISK, SPEED
CHANGES FEW, SCENERY INTERESTING, AND TRAPS SIMPLE AND FAMILIAR.
A FEW GOOD-QUALITY DIRT ROADS WILL BE USED TO GET TO NEW PLACES.
CALL THE RALLYMASTERS AT (804)282-1493 FOR A NUMBER AND/OR A
COPY OF THE GENERAL INSTRUCTIONS. ABOUT 110 COMPETITIVE MILES.



RALLY ROUNDUP

Sunshine AND a Rally on the same day, incredible. Sunday May 2nd combined both under the watchful eyes of Rallymasters, Wilt & Barbara Greenwood. Nineteen teams were treated to our first rally of 1993, a beautiful day, and a fantastic "chili" feast at the Iron Horse Restaurant.

The Rally, "Little Bridges", began and ended in downtown Ashland and meandered through scenic parts of Louisa and Hanover Counties for about 100 miles including some interesting dirt roads and many little bridges. Since it had been 8 or 9 months since our last rally, we were a tad rusty and spent much of the rally trying to remember - how to. Luckily the event was low pressure with simple traps and we were able to overcome both our lack of a keen edge and several amazingly stupid moments of brain failure.

The first opportunity to screw-up occurred only 1/2 mile past the end of the ODD leg, where your route took a hard left and became dirt while the tempting paved road straight ahead was actually a new numbered Route. This little exercise in following one's route was good for a Max late.

The second leg was even simpler. You had to execute a mileage left turn which was a full 0.20 miles past the first left opportunity you encountered. I shined on this by advising my driver to ignore the first road, simple traps for simple minds, and thus saved us a Max early.

The next leg brought you to the lunch break but not before you were given a chance to make your own trap. A numbered instruction was executed just feet before a set of railroad tracks and past the "RXR" sign referenced in the succeeding instruction. If you decided that you had passed such a sign just because you had crossed the tracks, you created a Max early for your efforts.

The much needed break allowed us to stretch our legs and use the little rooms, to read the operations manual for the computer, and to clear more cobwebs from our foggy heads. A lesson in when to flip the average speed switch was also provided and after this brief respite, we sailed forth into control 4 and a pleasant surprise. We had actually executed the dreaded Greenwood lunch break trap correctly. The trap was quite simple. A special instruction required you to turn "L" at a Route having a number whose middle digit is "1" and while travelling on Route 618 you executed this SI to leave 618. The only real catch to the trap was that it occurred after receiving your leg slip at control 3 which stated that this was the last Control before the break and therefore prior to instead of after the break.

The fifth leg was the old standard "confidence leg" requiring you to travel over 30 miles looking for "L" onto a Route whose number contains the digit "2" numbered instruction while repeatedly executing two very similar special instructions, following your current numbered route as it took off in various directions at several intersections, and wondering what you may have done wrong.

The last manned leg almost spelled disaster. A numbered instruction was executed at a mileage at a large sign and appeared to cause you to change speed only. The General Instructions stated that "The execution of any instruction must cause a change in route by number unless that instruction contained the abbreviation WRC" (No Route Change) and since the above instruction did not contain said abbreviation, a route change had to occur at the mileage. This experienced navigator was too clever to fall for such a simple trap. I highlighted the instruction as causing a route change and then promptly told my driver to follow our current route at said mileage while I changed speed in the computer. A 1/2 mile later we realized OUR mistake and luckily had plenty of time to make up our lost time prior to reaching the control.

The DIV (Do It Yourself) leg proved that the Greenwoods still believe in little hookers at the finish. While the Generals had expressly ruled out 4-digit routes they had also stated that "ALL roads used will be through public roads numbered with a two or three digit route number". We departed Control 6 and began looking to execute "L" at "STOP" and begin DIV leg". This subtle instruction appeared to occur at Route 1 but if you were alert and remembered the Generals you continued on your current route while seeking another stop sign. Yes, if you took the bait and turned onto Route 1, you got a final Max.

Thanks to the Greenwoods for an enjoyable rally, to the Siffs for a great feast, to all the workers who made it happen, and to Mother Nature for the gorgeous day.

Neale & Gerry

LITTLE BRIDGES May 2, 1993 RESULTS

PO	CLUB	C	P	DRIVER	NAVIGATOR	CAR	#1	#2	#3	#4	#5	#6	DIY	TOT
1	VMSC	E	1	Gerry Eberhard	Neale Dickinson	Mtcb	0	0	1	0	1	3	0	5
2	None	E	2	Gordon Wagner	Rita Wagner	Honda	0	1	200	0	2	1	0	204
3	None	E	3	Jim Miner	Arch Scurlock	BMW	2	1	2	100	4	0	200	309
4	WRC	E	4	Mike Leeper	Paulette Leeper	BMW	200	28	0	200	2	0	2	432
5	None	U	1	Skip Lankford	Mark McChesney	Nissan	11	23	194	200	1	200	11	640
6	VMSC	R	1	Charlie Passut	Charlie Passut	Shlby	12	4	200	24	82	200	200	722
7	VMSC	U	2	Bill Hunter	Andy Siff	Eagle	200	26	200	200	12	11	200	849
8	VMSC	U	3	Gordon Paterson	Pasha Paterson	Nissan	119	138	200	200	75	183	1	916
9	None	U	4	Sue Howells	Mary Isemann	Nissan	200	200	82	146	43	52	200	923
10	VMSC	U	5	John Wilton	Mike Weedon	BMW	200	33	200	200	43	200	200	1076
11	VMSC	U	6	Doug Burton	Jet Burton	Honda	115	93	76	200	200	200	200	1084
12	VMSC	E	5	Shelia Hunter	Beth Mills	Honda	200	200	200	200	200	35	200	1235
13	None	R	2	Jay Henderson	Enid Henderson	Olds	58	200	200	200	200	200	200	1258
14	None	R	3	Sabra Harris	Ginger Gibson	Van	200	200	200	124	300	200	51	1275
15	None	R	4	Dee Hufner	JoAnn Hufner	Acura	200	200	50	200	300	200	159	1319
16	None	R	5	T. Nyotcosihartob.	Permana	Mazda	114	89	125	200	300	300	200	1328
17	None	R	6	S. Henderson	C. Henderson	Mazda	200	200	21	200	300	300	300	1521
18	None	R	7	Art McKinney	Mike Greenburg	Caddy	300	200	200	188	300	200	300	1688
19	None	R	8	J. Fitzgerald	Anne Jones	MzP/U	300	200	158	200	300	300	300	1758

Car #2 received a scoring adjustment on Control #2 based on an interpretation of the General Instructions which the O.D.'s agreed could be viable. A Pause Claim filed on Control #5 by Car #3 was denied, based on the fact that the intent of the General Instructions, as well as normal rally practice, dictated that Pause Claims for delays caused by a mechanical failure of the contestants' own vehicle shall not be allowed. Neither action caused a significant change in Position.

RALLYMASTERS: WILT & BARBARA GREENWOOD
OFFICIAL PRECHECK: SCOTT POWELL & PAT CONCODORA(*)
DAY-OF-EVENT WORKERS: HUBIE REGISTER(*), MIKE MALLOCH(*), STEVE GREENWOOD, CARL RAY HOWELL(*), SCOTT POWELL, PAT CONCODORA(*) NOTE: (*) INDICATES NON-VMSC MEMBER

LAST MINUTE...

AUTOCROSS



Presented By:

Virginia Motor Sports Club

Date: Saturday May 30th (Practice Day) Sunday May 31st (Autocross Day)
 First Car off at 11:00 a.m. First Car off at 10:00 a.m.
 Min: 3 runs more if time allows.. 10 car heats, 3 timed runs
 Skid Pad (Saturday only) SCCA Sololli Classing

Location: Food Carnival Parking Lot (Midlothian Turnpike)

Fees: \$10.00 Members - \$10.00 Non-members (Saturday only)
 \$12.00 Members - \$15.00 Non-members (Sunday only)

\$20.00 Members - \$23.00 Non-members (Both days)

OD's Richard West (804) 271-8424
 David Langston (804) 744-6264 (heat numbers)
 Bill Lloyd
 Bill Whitehead
 Chip Williams

Each participant is required to work one heat or forfeit their best time.
 Noise regulations will be in effect for all Stock and Street Prepared cars.
 V.M.S.C. safety regulations will be enforced

NO ALCOHOLIC BEVERAGES ALLOWED !!!

LAST MINUTE AUTOCROSS 5/30/93

Class	Name	Marque	1st Run	2nd Run	3rd Run	Best Time
A/S	Jim Adcock (T)	Mazda	54.07	53.85	52.91	52.91
B/S	Richard West (T)	Toyota MR2	53.89	54.22	54.46	53.89
	Bill Lloyd (T)	Toyota MR2	55.25	54.77	53.93	53.93
	David R. Robinson	Eagle	56.82	56.86	55.81	55.81
	Charlie Passut	Shelby GLHS	58.34	58.02	57.83	57.83
	Barry Brown	Toyota	102.95	100.91	100.53	100.53
C/S	George Ferrell (T)	Mazda	57.97	56.87	57.42	56.87
E/S	Terry Baker (T)	BMW	56.01	55.99	58.37+1p	55.99
	David Langston	Plymouth	58.29	57.97	57.59	57.59
	Tyler Hancock	Triumph	58.23	58.08	108.73	58.08
	Georgia Langston	Plymouth	100.27	100.59	59.96	59.96
F/S	Del Cavazos (T)	Camaro	100.13	100.20	59.83	59.83
	Kerry Flynn	Camaro	105.81	103.22	102.37	102.37
G/S	Philip Nichols (T)	Mazda	103.52	101.91	59.93	59.93
H/S	Michael Roane (T)	Nissan	101.66+1p	104.59	103.43	103.43

(T) - Trophy position (FTD) - Fastest Time of the Day

LAST MINUTE AUTOCROSS 5/30/93

Class	Name	Marque	1st Run	2nd Run	3rd Run	Best Time
A/SP	Roger Garrett (T)	Corvette	54.28	52.74	52.74	52.74
	John Kessler (T)	Porsche	54.33	54.13	54.29	54.13
	James K. Davis	Corvette	55.04	54.29	56.51+1g	54.29
	John Hartka	Datsun	59.11	57.89	57.47	57.47
	Nancy Davis	Corvette	113.73	DNF	101.83	101.83
C/SP	Chip Williams (T)	Honda	55.28	55.07	54.93	54.93
D/SP	Dick Boogher (T)	Mazda RX-2	58.13	56.64	55.90	55.90
	Larry Allamong	MGB	102.25+1p+1g	DNF	57.37	57.37
E/SP	Nick Smilek (T)	Monte Carlo	100.06	58.97	58.76+1p	58.97
	Gerry Eberhard	Mitsubishi	102.58	103.75+1p	101.80	101.80
C/P	Andrew Siff (T)	Eagle	100.23	100.38	100.42	100.23
D/P	Bill Hunter (T)	Honda	57.85	55.79	55.81	55.79
	Shelia Hunter	Honda	57.67	56.49	56.47	56.47
E/P	Mike Unger (T)	Datsun	54.82+1p	54.23	55.85	54.23
	Greg Miller	Morgan	55.47+1p	55.53	55.79+1p	55.53
	Joe Bainbridge	Toyota	100.78	100.07	59.60	59.60

(T) - Trophy position (FTD) - Fastest Time of the Day

LAST MINUTE AUTOCROSS 5/30/93

Class	Name	Marque	1st Run	2nd Run	3rd Run	Best Time
F/P	Brady Woodell (T)	Datsun	53.52	53.02	52.37	52.37
	Bill Pfeiffer	Datsun	56.24	53.82	55.32+1p	53.82
	Marc Lisner	Corrado	DNF	55.01	57.71+1g	55.01
	Terry Fretwell	Porsche	56.85	57.99	55.80	55.80
A/M	Jeff Chasen (T) (FTD)	Silver Fox	50.43+1p	49.48	49.22	49.22 FTD
D/M	John Shealy (T)	Morgan	56.09	53.93+1p	52.98	52.98
	Ken VanHom	Lynx	103.54	103.73+2p	102.42	102.42

The Virginia Motor Sport Club and the OD's would like to thank all the participants of the Last Minute Autocross. The OD's would like to extend a special thanks to those who helped put up and take down the track.

Hope to see you at another race,

David W. Langston
 Richard West
 Bill Lloyd
 Bill Whitehead
 Chip Williams

(T) - Trophy position (FTD) - Fastest Time of the Day



PRESENTS

FORT LEE AUTO CROSS

AT THE FORT LEE AIR STRIP
PETERSBURG, VA

SUNDAY
JUNE 13

First Car off at 10:00 a.m.
10 car heats, 3 timed runs
SCCA Soloft Classing



CALL
KEN VANHORN (804) 598-4009

FEES : \$12.00 MEMBERS, \$15.00 NON-MEMBERS
FUN RUNS : \$2.00 TIME PERMITTING

Each participant is required to work one heat or forfeit their best time.
Noise regulations will be in effect for all Stock and Street Prepared cars.
V.M.S.C. safety regulations will be enforced

NO ALCOHOLIC BEVERAGES ALLOWED !!!



COUNCIL OF MOTORSPORTS CLUBS
ROCKY MOUNTAIN REGION, INC.

(HURRY BEFORE THE PRESIDENT CLOSES THE BASE)

FORT LEE AUTOCROSS
JUNE 13, 1993
OD'S: Ken Van Horn, Dana Cole
28 Entrants
FTD: Greg Miller 1:06.89

CLASS	CAR #	CAR MAKE	COMPETITOR	1st TIME	2nd TIME	3rd TIME	BEST TIME
A/S	57	RX7	Jeffery Johnston	DNF	1:16.24+3G	DNF	1:16.24+3G
B/S	14	Shelby	Charlie Passut*	1:14.54	1:16.48	1:14.8+1G	1:14.54
B/S	37	MR2	Richard West*	1:30.75	1:08.41	1:07.29	1:07.29
B/S	47	RX7	Jams Fiden	1:12.91	1:11.45+1P	1:11.43	1:11.43
B/S	54	Talon	Andy Siff*	1:13.07+1G	1:11.48	1:11.7	1:11.17
C/S	55	Miata	George Ferrell*	1:15.37	1:13.37	1:19.95+1P	1:13.37
D/S	9	X19	Bill Shelly*	1:17.07	1:19.19+1G	1:17.03	1:17.03
D/S	46	300ZX	Dana Cole*	1:16.87	1:15.89	1:15.73	1:15.73
D/S	60	914	Bernie Chimelewski	1:18.82+2G	1:17.06+1P	1:19.04+1P	1:17.06+1P
E/S	56	GTI	Jay Henderson	1:22.03	1:19.69	1:17.49	1:17.49
F/S	31	Mustang	David Diaz*	1:15.02	1:16.14	1:13.11	1:13.11
F/S	42	Camaro	Del Cavazos	1:16.78+1P	1:19.47	1:18.70	1:18.70
F/S	58	Camaro	Kerry Flynn	1:19.09	1:17.72	1:16.93	1:16.93
H/S	32	Vega	Bill Lloyd*	1:18.33	1:16.94	1:18.67	1:16.94
A/SP	33	240Z	John Hartka*	1:19.01	1:17.16	1:14.77	1:14.77
A/SP	38	911T	John Kessler	1:12.84	1:09.40	1:07.90	1:07.90
D/SP	34	MGB	Troy Blanton	1:16.77	1:15.19	1:15.58	1:15.19
D/SP	39	MGB	Larry Allamong	1:15.92	1:15.39	DNF	1:15.39
E/SP	36	Monte Carlo	Nick Smilek*	1:14.68	1:13.57	1:11.99	1:11.99
C/P	50	Eclipse	Gerry Eberhardt*	1:13.07+1G	1:15.73+2P	1:15.19	1:15.19
D/P	15	Sprite	Byron Pebworth	1:19.11	1:15.87	1:14.83	1:14.83
D/P	40	Sprite	Allan Pebworth	1:12.93	1:15.24	1:12.59	1:12.59

FORT LEE AUTOCROSS
JUNE 13, 1993
OD'S: Ken Van Horn, Dana Cole
28 Entrants
FTD: Greg Miller 1:06.89

CLASS	CAR #	CAR MAKE	COMPETITOR	1st TIME	2nd TIME	3rd TIME	BEST TIME
D/P	49	Honda CRX	Bill Hunter*	1:12.55	1:11.70	1:10.59	1:10.59
D/P	59	Honda CRX	Shelia Hunter*	1:13.75+1G	1:13.54	1:12.29	1:12.29
E/P	7	Morgan	Greg Miller*	1:09.52+1G	1:07.61	1:06.89	1:06.89
E/P	13	Morgan	Kelly Miller	1:17.87	1:12.97	1:13.07	1:12.97
E/P	41	VW Bug	Robbie Robinson*	1:14.45	1:12.72	1:15.11+1P	1:12.72
D/M	35	Lynx FV	Ken Van Horn*	1:22.81+1P	1:24.38+1P	1:14.13+1G	1:14.13+1G

Thanks to all who helped make a fun and safe event.

Workers:

GerryEberhardt	Allan Pebworth	Bill Lloyd	Ken VanHorn	John Kessler
Robbie Robinson	Troy Blanton	George Ferrell	Del Cavazos	Andy Siff
Byron Pebworth	Jeff Johnson	James Fiden	Bill Hunter	Shelia Hunter
Scott Powell	Rich West	Nick Smilek	John Hartka	David Diaz
Kerry Flynn	Jay Henderson			

Trophies:

A/S	Jeffery Johnston**	A/SP	John Kessler
B/S	Richard West	D/SP	Troy Blanton
C/S	Dana Cole	E/SP	Nick Smilek**
E/S	Bernie Chimelewski**	C/P	Gerry Eberhardt**
F/S	David Diaz	D/P	Bill Hunter
H/S	Bill Lloyd**	E/P	Greg Miller

Legend: * VMSC Member
**Sole Competitor in Class



"Not a One to be Found"

June 20, 1993

Rallymasters: Mike Weedon & Tom Yost

A simple trapped TSD Rally. The concept is also simple, the number one does not exist.

Starts at the Park and Ride off Interstate 64 East Exit 197A. Take Interstate 64 East, exit 197A onto 156 South (Airport Drive), the Park and Ride is approximately 1/2 mile on right. Registration opens 11:00 a.m. and will close and 11:45 a.m. First car off at 12:01 p.m. Approximately 75 miles competitive.

The Rally rally course is entirely contained within New Kent and Charles City Counties.

The Rally ends at Carini's Restaurant and we have a banquet room.

For additional information or pre-registration call Mike Weedon @ 804 - 226 - 8387. Entry fee \$12.00.



RALLY REPORT:

"Not a One to be Found"
June 20, 1993

OK, so I didn't receive this by Einstein Express ("When it absolutely, positively has to be there Yesterday..."). How, you may ask, (or not, it's my article) can you write a rally report on an event that still rests soundly in the future? By running the precheck, of course!

First of all, I'm not going to tell you anything useful. Those of you who know me are forgiven for not expressing surprise. Everyone knows that you can't write a rally report without going by the legslips, anyway, and Mike would not let me keep them, even if I promised to sell them at a profit this time.

The drivers will really like the roads. Strangely, most drivers prefer them to lack of same. If you like Greenwood Rallies, you will enjoy this one. Those of you who remember Gary Stout's finer offerings will also have familiar feelings wherever they tend to get those. These influences, combined with twists ala Weedon, produced a very nice event, "something old, something new..." Need I say more? (Did I say anything?)

TRY IT - YOU'LL LIKE IT!

In all seriousness: a great event by
a new rally talent.
Missing it would be cheating yourself.

- DOUG BURTON, *CHECKPOINTS*



Not A One To Be Found June 20, 1993 OD's Mike Weedon & Tom Yost

O/A	CL/Pos	Car #	Make	Driver	Navigator	1	2	3	4	5	6	Total
1	E/1	1	Mitsubishi	* G. Eberhard	* N. Dickinson	1	4	0	0	2	2	9
5	E/3	2	Honda	G. Wagner	R. Wagner	2	1	300	300	300	300	1203
3	R/1	3	Sable	B. Henne	R. Tait	200	57	37	300	300	300	1194
4	EU/1	5	Honda	* B. Hunter	* S. Hunter	17	17	19	11	15	33	112
2	E/2	6	SAAB	* W. Greenwood	* B. Greenwood	5	0	0	2	2	4	13

Thanks to those who worked:
*John Wilton, *Phil Webster, *John Hartka, *Scott Powell, *Dick Boogher

Pre-check:
*Doug & *Jef Burton

* - VMSC Member

John H. Wilton, Jr.
May 16, 1953 - July 10, 1993

John Wilton was a husband, father, son, brother, successful businessman, community leader, racer, autocrosser, rallyist, and good friend. He was full of fun, but he didn't suffer fools gladly. He knew how to best get a job done; he worked hard and expected the same from others. When he set his mind to something, he didn't quit until he had given it his best. And his best was very good.

John was devoted to his wife, Betsy, and daughters Christian, 10, and Ann Somers, 6, whom he fondly referred to as "Betsy and the girls." John loved to tell how he met Betsy at a party when they were teens and he knew at once that she was the girl he would marry. Her quiet reserve perfectly complemented his fun-loving nature.

John was a person of many accomplishments. In 1983 he began Wilton Construction Services, specializing in reconstruction and remodeling. A few years ago he expanded the business to include new home construction. He was president-elect of the Home Builders Association of Richmond, and past chairman of the Association's Remodelers' Council, which he helped form. He also spearheaded what is now an annual fund-raising event for the Children's Miracle Network— construction of an elaborate playhouse that is raffled off. John built the first playhouse. He was the first winner of the Association's Spirit Award in 1991. In 1992 the Home Builders Association presented him with the Mayo Award in recognition of his many contributions to the Association.

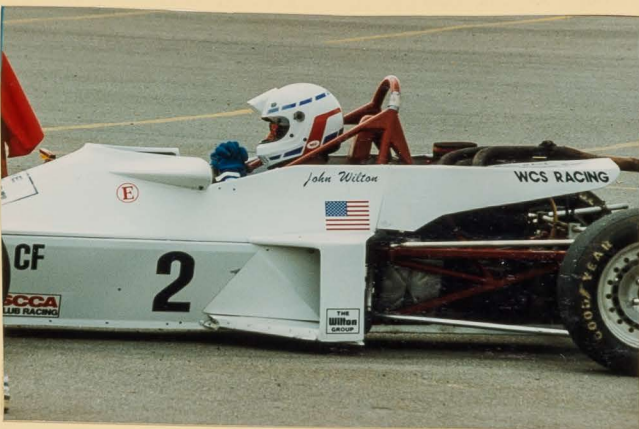
John pursued his passion for motorsports by autocrossing a Porsche 914 in the late 1970s. His business and a growing family kept him from participating much for a few years, but by the mid '80s he had joined PCA and VMSC and was campaigning the 914. By 1988, with the business doing well, John decided to have some real fun. He purchased an Elden FF and attended the SCCA DC Region's Fall Drivers' School at Summit Point. He also autocrossed the Elden heavily in 1989, and won VMSC's Prepared/Modified Speed Category for the year. But in the 1989 Overall standings he finished in the last trophy position and left the Annual Awards Banquet carrying the Horse's Tail trophy. John made sure that didn't happen again. Since the Overall trophies are based on performance in both autocrosses and rallies, John learned to rally.

And the next year he walked away with the trophy for First Overall.

That world conquered, John sold the Elden, bought a Van Diemen, and set out to do some serious club racing. The Club Ford class in MARRS events features large competitive fields and is a great place to learn and hone driving skills. John took advantage of that, then headed south this year to run events at Rockingham and Charlotte. He won at Rockingham but he said it didn't count—he was the only Club Ford there. Then he ran in competition at Charlotte and came back with the world's biggest grin—and the checkered flag!

At his last race at Summit Point, John was in his usual high spirits, joking and showing off his checkered flag. When he left the paddock for the last time, it was with a smile and a thumbs-up. And that's what we'll always remember.





John,
 Thanks for being an exceptional person.
 Thanks for being one of us.
 We'll miss you.
 Alot.

I've said it before and I'll say it again

"HIP, AND LOTS OF FUN."

'I just got mixed up,'

MOSTLY SUNNY

BUT YOU WON'T SAY IT AT

SOUTHSIDE SPEEDWAY

ON SUNDAY, JULY 18, 1993
WHEN VMSC PRESENTS

A COURSE RAY CHARLES CAN FOLLOW

REGISTRATION AND TECH OPEN 9:00 A.M. FCO 10:00 A.M.

NO ALCOHOL. ROLL BAR REQUIRED FOR RAGTOPS ON SLICKS

NO WHINING ALLOWED. SIGN UP EARLY, SHOW UP EARLY. BE A HELPER, BE A STAR!!! RULES SAME AS LARGE CLUBS WITH MANY TRADEMARKS.

THREE TIMED RUNS \$15⁰⁰ NON-VMSC \$12⁰⁰ VMSC MEMBERS. NON-WORKERS WILL BE MADE TO FEEL VERY SMALL. PRE-REGISTER BY CALLING SHELLA HUNTER

804 < 752-7669 7:30-5:30 MON-FRI.
883-6557

by the way some spontaneity into your personality.

Take a chance and do something, automobile.

Man finds snakes in his gas tank!

HUMAN SALAMANDERS!

SHELLA HUNTER
BILL HUNTER
ANDREW SIFF

The World's Greatest Authority
On The Odd And Unusual

So Strange They Will Make Your Hair Stand on End!

Seeing IS Believing!

Dear Humiliated in Abie: The next time you're slated to sing solo in church, don't eat kidney beans for breakfast!



() = indicates penalty for pylon(s) @ 2 sec. ea.
"A COURSE RAY CHARLES CAN FOLLOW" AUTOCROSS
July 18, 1993
ODs: Andy Siff, Bill & Shella Hunter best run underlined

T	Tronhy Position	POSITION DRIVER	CLUB	MARQUE	1ST RUN	2ND RUN	3RD RUN
<u>A/R</u>							
T 1.		Jim Fry	SCCA	Royale RP18A	40.47	40.09 PTD	52.19(2)
T 2.		Dave Cutchins	TSCC	Royale RP18A	43.61	43.02	42.09
T 3.		Allen Goode	SCCA	VW A Sport Racer	43.63	43.72	43.70
<u>B/R</u>							
T 1.		John Sheally	SCCA	Morgan 4/4	45.77	44.36	44.28
T 2.		Ken Van Horn	VMSC	Lynx FV	DNF	DNS	DNS
<u>D/P</u>							
T 1.		Allan Pebworth	TSCC	AH Sprite	47.48	47.23	47.00
T 2.		Bill Hunter	VMSC	Honda CRX 1500	49.46	47.81	47.91
T 3.		George Page	SCCA	Honda CRX 1500	51.15	49.63	48.73
T 4.		Byron Pebworth	SCCA	AH Sprite	52.36	52.22	49.97
T 5.		Joe Creery	VMSC	Honda Civic 1200	54.80	51.44	50.40
T 6.		Shella Hunter	VMSC	Honda CRX 1500	50.91	DNF	51.13
T 7.		Charlene Johnson	--	Honda Civic 1200	64.52	57.76	55.23
<u>E/P</u>							
T 1.		Flo Chesson	MCC	Morgan 4/4	53.84	51.29	49.99
T 2.		Milo Brady	--	VW Karmann Ghia	53.73	54.99	52.78
<u>A/SP</u>							
T 1.		John Phillips	HRCC	Corvette ZR-1	45.71	45.20	DNS
T 2.		Terry Gonyav	HRCC	Corvette Rdstr	46.39	46.06	46.06
T 3.		Steve Klute	--	Corvette	47.53	47.07	46.18
T 4.		John Kessler	PCA	Porsche 911T	48.23	47.83	46.96
T 5.		James Davis	SCCA	Corvette	48.19	49.56	47.50
T 6.		John Hartka	VMSC	Datsun 240Z	53.44	51.88	50.72
T 7.		John Estep	VMSC	Datsun 280Z	DNF	53.46	51.19
T 8.		Nancy Davis	--	Corvette	61.95	56.32	55.32
<u>B/SP</u>							
T 1.		Ken Taggart	NVCC	Corvette	47.57	47.47	47.39
<u>C/SP</u>							
T 1.		Shawn Stern	--	Alfa Romeo Spider	52.17	49.70	49.89
T 2.		Rob Lowery	--	Honda CRX Si	52.01	51.67	50.82
T 3.		Chris Hope	--	Honda Civic Si	56.09	53.50	52.35
T 4.		John Hope	--	Honda Civic Si	54.03	54.15	52.53
T 5.		Jason Fuller	--	Honda Civic Si	56.47	52.77	52.93
T 6.		Bob Buerlein	VMSC	Mini	53.07	65.55(2)	52.92
T 7.		Robin Lewis	--	Alfa Romeo Spider	67.37	65.86	62.97
<u>D/SP</u>							
T 1.		Dick Boogher	VMSC	Mazda RX-2	48.79	47.36	J.H.W. Jr.
T 2.		David Robinson	SCCA	VW Golf	50.45	52.11(2)	50.24
T 3.		Larry Allamong	--	MGB	52.80	51.50	51.17
T 4.		Brian Henne	VMSC	VW GTI	54.53	53.65	53.04
T 5.		Randy Allen	VMSC	VW Golf	55.49	54.95	53.53
T 6.		Bud Scott	VMSC	Mazda RX-3	53.99	54.51	54.07
T 7.		Tom Norton	--	VW Scirocco	56.14	55.18	54.69
T 8.		Bobby Moore	--	Mazda RX-3	67.08	64.19	60.01

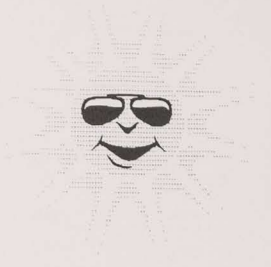
POSITION DRIVER	CLUB	MARQUE	1ST RUN	2ND RUN	3RD RUN	
<u>E/SP</u>						
T 1.	Scott Evans	--	Ford Mustang	50.29	49.03	48.31
<u>B/S</u>						
T 1.	Richard West	VMSC	Toyota MR2 Turbo	47.67	46.63	46.53
T 2.	James Fiden	--	Mazda RX-7 Turbo	49.33	49.44	49.25
T 3.	John Beasley	--	Porsche 968	51.62	49.87	49.65
T 4.	Andrew Siff	VMSC	Eagle Talon	50.89	51.13	50.35
T 5.	Rich Schwartz	TSCC	Toyota MR2 Turbo	56.74	55.07	54.82
T 6.	Shannon Mann	--	Plymouth Laser	55.26	55.09	DNF
<u>C/S</u>						
T 1.	George Ferrell	VMSC	Mazda Miata	50.32	50.12	49.87
T 2.	Jim Caruthers	VMSC	Mazda Miata	52.10	DNF	52.16
T 3.	Edward Dunn	--	Mazda RX-7	55.49	55.09	55.27
<u>D/S</u>						
T 1.	Bill Shelley	VMSC	Bertone X-19	51.33	50.93	50.88
<u>E/S</u>						
T 1.	David Langston	VMSC	Plymouth Colt Turbo	50.87	49.66	49.17
T 2.	Tyler Hancock	VMSC	Triumph TR6	49.76	50.29	50.29
T 3.	Joe Bainbridge	VMSC	Toyota FX	54.32	52.86	52.35
T 4.	Scott English	--	Honda CRX	58.67	56.57	54.47
T 5.	S. L. Cabrian	SCCA	Honda Prelude	58.25	56.77	54.81
T 6.	Jeff Holmes	--	Triumph TR3	63.19	61.42	60.43
<u>F/S</u>						
T 1.	Kerry Flynn	--	Camaro	53.11	53.03	51.54
<u>H/S</u>						
T 1.	Bill Lloyd	VMSC	Chevy Vega	51.79	50.67	DNS
T 2.	Ray Elliott	--	Toyota Tercel	52.25	52.23	50.06
T 3.	Cortes Pauls	BDC	Honda Accord	55.32	54.22	53.49

WORKERS: Larry Allamong, Candy Bainbridge, Joe Bainbridge, John Beasley, Dick Boogher, Doug Burton, Jet Burton, Steve Cabrian, Joe Creery, Dave Cutchins, Jim Davis, Nancy Davis, Edward Dunn, Ray Elliott, John Estep, Scott Evans, George Ferrell, James Fiden, Kerry Flynn, Jim Fry, Terry Gonyav, Allen Goode, Tyler Hancock, John Hartka, Brian Henne, Charlene Johnson, John Kessler, Steve Klute, David Langston, Robin Lewis, Bill Lloyd, Bobby Moore, Tom Norton, George Page, Allan Pebworth, Byron Pebworth, John Phillips, Scott Powell, Rich Schwartz, Bill Shelley, Shawn Stern, Ken Taggart, Ken Van Horn, Richard West.

FUTURE EVENTS: VMSC's next autocross will be held on August 15th at Ft. Lee. Call Dick Boogher evenings at (804)285-4133 for more info.

The ODs would like to say a very large THANK YOU to all the competitors and workers—we couldn't have an event without you! Thanks also for all the tributes and contributions in memory of John Wilton. A total of \$136.00 was collected from donations and fun runs to benefit the Ronald McDonald House. John was a special friend. We miss him a lot.

DOG AUTOCROSS DAYS



AUGUST 15, 1993
at the old Ft. Lee airstrip.

A VMSC Event.
ODs - Ken Van Horn & Phil Webster
Pre-registration call 804-598-4009
Registration opens at 9:00AM, first car off at 10:00AM.

Directions:
Exit 54 off of I-95 onto Rt. 144 south.
Go 2 miles then turn left onto Rt. 725.
Go 2 miles and airstrip will be on right.

COME DOG, COME ALL!



As always - no alcoholic beverages nor unsportsman like driving.

DOG DAYS AUTOCROSS RESULTS 8/15/93

DRIVER	MARK	1ST RUN	2ND RUN	3RD RUN	BEST	CLUB	Comments
A/P							
* Ray Bruning	CHEVROLET	1:23.93	1:27.12 1P	1:25.97	1:25.97	NVCC	DNW
A/S							
* Mike Lord	MAZDA	1:27.64	1:26.96	1:25.07	1:26.96	None	DNW
A/SP							
* John Phillips	CHEVROLET	1:17.85	1:17.89	1:18.47	1:17.85	HRCC	
Terry Gonyaw	CHEVROLET	1:19.57	1:20.26	1:20.43	1:19.57	HRCC	
Roger G. Garrett	CHEVROLET	1:19.74	1:20.64	1:21.03	1:20.64	SCCA	DNW
John Estep	NISSAN	1:27.32	1:29.03	1:28.68	1:27.32	VMSC	
B/P							
* Ned Arnold	CHEVROLET	1:26.43	1:25.70	1:25.75	1:25.75	None	DNW
Tom McGrath	CHEVROLET	1:23.77 FUN	1:28.16 FUN	1:26.32 FUN	1:23.77	NVCC	
B/S							
* Richard West	TOYOTA	1:22.53	1:22.43	1:22.17	1:22.17	VMSC	
B/SP							
* Ken Taggart	CHEVROLET	1:21.68	1:21.34	1:21.70	1:21.34	NVCC	
George Skalkeas	CHEVROLET	DNF	DNF	1:24.92	1:24.92	NVCC	
Walt Gilbert	CHEVROLET	1:29.44	2:00.69	1:29.10	1:29.44	NVCC	DNW
C/S							
* Chuck Atwood	TOYOTA	1:29.46	1:31.33	1:31.41	1:29.46	None	
George Ferrell	MAZDA	DNF	1:29.86	1:30.02	1:29.86	VMSC	
Steven Church	SAAB	1:36.63	1:37.26	1:32.73	1:36.63	None	DNW
C/SP							
* Chip Williams	HONDA	1:26.46	1:25.40	DNF	1:25.40	VMSC	
Rob Lowery	HONDA	1:27.73	1:32.56	1:28.26	1:28.26	None	DNW
John Hope	HONDA	1:34.93	1:36.93	1:34.84 1P	1:34.93	None	DNW
Chris Hope	HONDA	1:40.26	1:37.08	1:38.17	1:38.17	None	DNW

DRIVER	MARK	1ST RUN	2ND RUN	3RD RUN	BEST	CLUB	Comments
D/M							
* John Sheally	MOGRAN	DNF	1:18.15	1:15.85	1:15.85	SCCA	
Ken Van Horn	LYNX	1:39.72 2P	1:29.44	1:27.87	1:27.87	VMSC	
Robie Robinson	LYNX	1:49.02 1G	1:33.66	1:29.80	1:29.80	VMSC	
D/S							
* Dana Cole	NISSAN	1:33.48	1:32.91	1:31.57	1:31.57	VMSC	
Jason Fuller	HONDA	1:33.78	1:31.27	1:32.57	1:32.57	None	DNW
E/S							
* Steve Cabrian	HONDA	1:30.13	1:29.59	1:28.44	1:28.44	SCCA	
Tyler Hancock	TRIUMPH	1:30.67	1:30.07	1:29.62	1:29.62	VMSC	
Jeff Holwes	TRIUMPH	1:32.71	1:33.07	1:30.00	1:32.71	None	DNW
E/SP							
* Nick Smilek	CHEVROLET	1:30.53	1:28.72	1:29.37 1P	1:28.72	None	
F/S							
* David Diaz III	FORD	1:28.59	1:29.57	1:31.52	1:28.59	None	
Kerry Flynn	CHEVROLET	1:32.55	1:33.35	1:55.08 2G	1:32.55	None	
H/S							
* Bill Lloyd	CHEVROLET	1:40.99	1:33.03	1:32.19 FUN	1:33.03	VMSC	
Marshall Cosby	HONDA	1:54.21	1:50.93	1:46.47	1:46.47	None	
S/S							
* Greg Bauer	CHEVROLET	1:19.56	1:19.60	1:19.91	1:19.56	HRCC	
Dick Hammaker	CHEVROLET	1:28.01	1:27.34	1:26.48	1:26.48	NVCC	
Tom Hooker	CHEVROLET	1:37.97 1G	1:28.46	1:28.03	1:28.46	NVCC	DNW

Times have gate & pylon penalties added in.
DNW means Did Not Work causing best time to be forfeited.
* Trophy position.

The DD's would like to thank all those who participated & especially those who didn't yet come out and worked the event.



RALLY & COOKOUT

Dejà Vu V



A STRAIGHTFORWARD, NOT-TOO-DIFFICULT TSD RALLY FEATURING TRAPS, ROADS AND SCENERY YOU'VE "ALREADY SEEN".

RALLYMASTERS AND COURSE LAYOUT:

WILT AND BARBARA GREENWOOD

OFFICIAL PRECHECK:

MIKE WEEDON & DOUG BURTON

DATE OF EVENT:

SUNDAY, SEPTEMBER 12, 1993

TIME OF EVENT:

REGISTRATION FROM 10:00 TO 10:45 A.M.,

1ST CAR OFF AT 11:01 A.M.

STARTS FROM:

THE BEVERLY HILLS SHOPPING CENTER, LOCATED IN THE NORTHEAST CORNER OF THE INTERSECTION OF PARHAM ROAD AND PATTERSON AVENUE (ROUTE 6). REGISTRATION WILL BE HELD NEAR THE PATTERSON AVENUE ENTRANCE.

ENDS AT:

THE HOME OF THE RALLYMASTERS, 1006 SHARON LANE, FOR A COOKOUT. BURGERS & BEVERAGES FURNISHED BY VMSC AND INCLUDED IN THE ENTRY FEE. (THE FINISH IS APPROXIMATELY 1/2 MILE FROM THE START LOCATION).

COST:

\$18.00 PER CAR. THE COOKOUT IS FREE TO WORKERS, MEMBERS & FRIENDS OF VMSC WHO ABSOLUTELY CAN'T OR WON'T PARTICIPATE IN THE RALLY BUT WISH TO ATTEND THE COOKOUT WILL GRUDGINGLY BUT POLITELY BE PERMITTED TO DO SO FOR \$4.00 PER PERSON - COME AROUND 3:00.

THIS WILL BE A STANDARD-FORMAT, LOW-TO-MEDIUM-DIFFICULTY EVENT, USING BOTH NUMBERED AND SPECIAL INSTRUCTIONS. SPEEDS WILL BE MODERATE, SPEED CHANGES FEW, SCENERY ATTRACTIVE, AND TRAPS SIMPLE, FAIL-SAFED, AND (MOSTLY) FAMILIAR. PREREGISTER BY MAIL TO THE RALLYMASTERS AT 1006 SHARON LANE, RICHMOND, VA 23229-6529, OR CALL (804)282-1493. ABOUT 100 COMPETITIVE MILES.



Eberhard, Dickinson Win Deja Vu Rally

Gerry Eberhard and Neale Dickinson performed impressively to win first overall and in class in VMSC's Deja Vu V Rally which took place down Richmond way on September 12. The winning duo tallied a total of 27 points through eight checkpoints, scoring just one second error on six of them, two on one, after a not too disastrous 19 on the first control. The winners competed in a Mitsubishi.

Overall runners-up and first in Unequipped were Skip Lankford and Mark McChesney in a Nissan, their final score 167. Third overall and second in Equipped class were Bix Goodwin and Neil Jablonski at 208.

And the D.C. area's venerable rallyists, T.C. Gordon "Doc" and Rita Wagner placed fourth. Through the first six controls, they tallied three zeros, two ones and a single two, but an 89 on #6 and a 200 on the final DIY checkpoint dropped them down to fourth place in the final results.

Eleventh overall finishers Charlie and Mark Passut won the Rookie Class in their Shelby, their score 948. Second in "R" were Mike Shimandle and A.J. Laferty at 1026.

Rallymasters for the event were Wilt and Barbara Greenwood and Mike Weedon joined with Doug Burton as the official precheckers.



A REVIEW OF THE VMSC RALLY
DEJA VU 5

A beautiful day and a quality event, sometimes considered a rarity by rallists, was served up to the contestants who took part in Wilt and Barbara Greenwood's Deja Vu 5 Rally on September 12th, 1993. The 120 mile event meandered through scenic Goochland County, just west of Richmond, VA., and ended at the Greenwood home with an old fashioned cookout. The rally began simply enough with a quickie control located .25 miles past the end of the odometer calibration leg, out of sight do to a small hill, and should have been a piece of cake had this navigator placed our computer in the proper mode.

The second leg presented us with a series of standard course following tasks but no real traps. The hardest of these required the contestants to remember that the final course following priority caused you to "get onto a new numbered route" AND that the last resort rule was "if a choice of directions exist for the execution of any priority, go most nearly left. The turn in question was executed at a 'T' intersection where your route ended.

The next leg saw the introduction of the first special instruction of the day and it was, of course, the first real trap. The SI required you to change route 'at' a particular route number. Since 'at' was defined as "in the immediate vicinity of", you could use the SI to turn off of the route in question as well as onto it.

The fourth leg simply required that you notice that the abbreviation 'R', used to indicate a turn to the right, was actually enclosed in quotation marks thus indicating you were seeking a sign containing an 'R' and not a turn in that direction. This instruction was also executed at a 'T' intersection where your route ended and therefore also required that you remember the last resort rule (go most nearly left).

Leg five contained no traps but if you failed to follow your current numbered route when it took a ninety degree left turn at an intersection, you probably picked up a max late. The control was only a half mile away from this intersection which we had passed through earlier in the day.

The next leg brought us to the lunch break and as is traditional with a Greenwood rally, a subtle trap just prior to or after a break; usually with devastating results. The instruction simply stated "Go most nearly left". The General Instructions required that every Route Instruction must cause you to change route, unless the instruction contained the abbreviation NRC (No Route Change) and that every instruction must be executed at the "first" possible opportunity. Translated, "Go most nearly left" becomes "Change route at the first opportunity onto a new numbered route by turning in the closest thing to a left turn". Needless to say, the first turn encountered was a RIGHT where our route continued straight and if you insisted on finding a true left turn, you got to eat a max for lunch.

Leg seven brought us to an intersection where our current route went both to the left and straight (even if only for fifty or sixty feet) to another intersection where we could execute the next route instruction and frolic mindlessly into the control where the eternal, or infernal, last resort rule caused you to follow your route to the left at the first intersection. Again, a nice subtle trap especially since we had also been through this intersection on the odometer calibration leg.

The eighth and final leg was a DIY (do it yourself) leg, containing two instructions that did not include the abbreviation NRC and thus required a change in route by number. Failing to include these route changes in your calculations bought you a final max.

Wilt and Barbara once again (second time this rally season) provided the contestants with a challenging event for the experienced rallist and a completely "looped" course for the novice, thus providing both with learning experiences and a fantastic event.

Many THANKS to the Greenwoods for all the hard work and to all the control workers.

Sincerely,
H. Neale Dickinson, Jr.
Gerry Eberhard

DEJA VU V RALLY
September 12, 1993
RESULTS

PO	CLUB	C	P	PNTS	DRIVER	NAVIGATOR	CAR	#1	#2	#3	#4	#5	#6	#7	DIY	TOT
1	VMSC	E	1	1000	Gerry Eberhard	Neale Dickinson	Mitsu	19	1	1	1	1	1	2	1	27
2	None	U	1	*	Skip Lankford	Mark McCheaney	Nasan	5	2	47	8	47	25	29	4	167
3	None	E	2	*	Bix Goodwin	Neil Jablonski	Tyota	1	1	0	0	1	200	3	2	208
4	None	E	3	*	Gordon Wagner	Rita Wagner	Honda	0	1	0	2	0	1	89	200	293
5	VMSC	U	2	1000	Bill Hunter	Shelia Hunter	Honda	9	16	28	21	0	29	200	6	309
6	VMSC	E	4	900	Scott Powell	Pat Concodora	Chevy	2	0	2	200	0	50	1	200	455
7	None	U	3	*	Courtenay Stanley	Dick Stanley	T-brd	27	0	21	12	6	11	200	200	477
8	VMSC	U	4	900	Beth Mills	Floyd Mills	Honda	9	2	200	200	2	22	36	12	483
9	VMSC	U	5	800	Bookie Westbrook	Barbara Westbrook	Acura	37	91	59	14	3	82	200	3	489
10	VMSC	U	6	700	Chuck Hoelzel	Charlotte Hoelzel	Dodge	25	38	47	32	8	200	200	2	552
11	VMSC	R	1	600	Charlie Passut	Mark Passut	Shlby	14	7	176	200	50	200	101	200	948
12	None	U	7	*	Jeanna Hardee	Mary Isemann	Eagle	0	123	200	34	21	200	200	173	951
13	VMSC	U	8	500	Dick Boogher	Phil Webster	Mazda	10	77	42	200	50	200	200	200	979
14	None	R	2	*	Mike Shimandle	A. J. Laferty	Dodge	10	5	200	200	11	200	200	200	1026
15	VMSC	U	9	400	Walter Witechey	Walter Witechey	Acura	3	113	128	200	3	200	200	200	1047
16	VMSC	R	3	300	Andy Siff	Mimi Siff	Eagle	12	93	6	200	200	200	200	200	1111
17	VMSC	R	4	200	Brian Henne	Rob Tait	VW	11	65	181	63	200	128	300	300	1248
18	None	R	5	*	Stuart Smith	Aaron Smith	Chrke	31	200	194	300	300	300	300	300	1925

RALLYMASTERS: WILT (1000) & BARBARA (1000) GREENWOOD
OFFICIAL PRECHECK: MIKE WEEDON (800) & DOUG HURTON (800)
UNOFFICIAL PRECHECK: CARMEN (*) & CINDY (*) BENCIVENNI, MIKE MALLOCH (*)
DAY-OF-EVENT WORKERS: CARMEN & CINDY BENCIVENNI, DOUG BURTON, STEVE GREENWOOD (400),
STUART HARLOW (*), MIKE MALLOCH, HUBIE REGISTER (*), MIKE WEEDON

(Note: "*" refers to Non-VMSC workers & entrants not receiving competition points.)



VIRGINIA MOTOR SPORT CLUB

PRESENTS THE:

THUNDER ROAD AUTOCROSS

Sept. 19, 1993 at Southside Speedway
OD'S: DANA COLE AND JOHN HARTKA
Registration: 9:00am
First Car Off: 10:00am
\$12 for VMSC Members, \$15 for non-members.

NO ALCOHOLIC BEVERAGES ALLOWED!

3 TIMED SOLO RUNS, 10 HEATS, SCCA SOLO RULES. Each driver is required to work one heat or forfeit best run. VMSC safety regulations enforced.

DIRECTIONS FROM RICHMOND:

Route 360 West. Right on Genito Rd. Southside Speedway is on the right about 2 miles from Route 360.

To pre-register or for more information call Dana Cole at (804) 740-5126 after 6:00pm M-F, or anytime weekends.



THUNDER ROAD AUTOCROSS

SOUTHSIDE SPEEDWAY
SEPTEMBER 19, 1993
OD'S DANA COLE & JOHN HARTKA

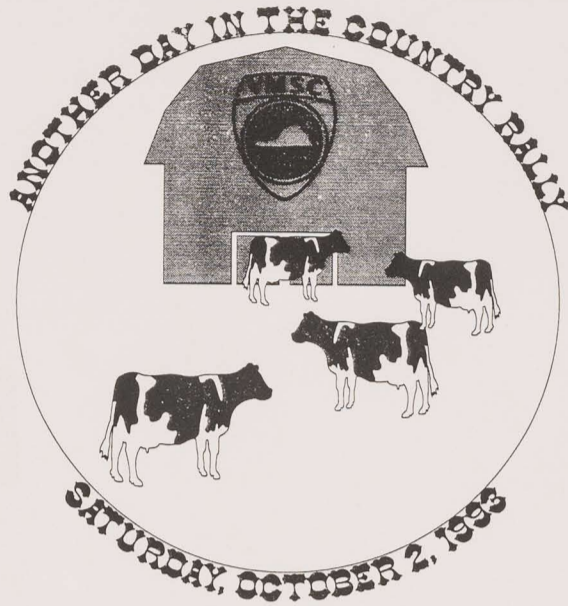
Driver	Club	Marque	1st	2nd	3rd	Best
A Stock						
1 T John Beazley		Porsche 968	58.11	DNF	58.15	58.15*
B Stock						
1 T Richard West	VMSC	Toyota MR2 Turbo	52.59	52.72	52.83	52.59
2 Charlie Passut	VMSC	Dodge Shelby GLHS	58.78	58.34	57.56	57.56
3 Gary Bohon	VMSC	Toyota MR2 Turbo	1:02.59+1G	1:02.75	DNF	1:02.75
C Stock						
1 T George Ferrell	VMSC	Mazda Miata	57.34	57.33	56.36	56.36
2 Jim Canuthers	VMSC	Mazda Miata	1:00.91	58.61	58.97	58.61
3 Chuck Atwood		Toyota MR2	1:00.30	1:00.49	1:01.22	1:00.30
D Stock						
1 T Bill Shelley	VMSC	Fiat X19	57.02	57.01	57.10	57.01
2 Dana Cole	VMSC	Nissan 300ZX	1:02.33	1:01.79	1:00.73	1:00.73
E Stock						
1 T David Langston	VMSC	Plymouth Colt Turbo	55.21	54.63	54.63	54.63
2 Tyler Hancock	VMSC	Triumph TR6	56.62	57.13	56.47	56.47
3 Georgia Langston	VMSC	Plymouth Colt Turbo	59.42	58.45+2P	56.93	56.93
4 Jay Henderson		VW GTI	1:02.70	1:01.52	1:00.89	1:00.89
F Stock						
1 T David Diaz		Ford Mustang	1:00.80	58.68	57.60	57.60
2 David England	CVM	Ford Mustang	1:00.53	58.92	59.04	58.92
3 Todd Hutchison		Pontiac Trans Am	1:01.27+1G	1:00.06	57.89	1:00.06*
4 Kerry Flynn		Chevrolet Camaro	1:02.93	1:00.89	1:00.36	1:00.36
G Stock						
1 T Jesse Midgett	TSCC	Dodge Daytona	59.99	57.94	57.77	57.77
2 Randy Agee		Pontiac Fiero	1:03.02	1:02.05	1:00.37	1:00.37
H Stock						
1 T Bill Lloyd	VMSC	Chevrolet Vega	57.65	56.92	57.12	56.92
A Street Prepared						
1 T Roger Garrett	SCCA	Chevrolet Corvette	53.27	52.49	52.42	52.42*
2 John Hartka	VMSC	Datsun 240Z	1:01.37	1:00.69	59.22	59.22

C Street Prepared						
1 T Chip Wilkams	VMSC	Honda CRX Si	55.45	55.00	53.89	53.89
2 Rob Lowery		Honda CRX Si	58.21	1:00.37+1P	57.01	57.01
3 John Hope		Honda Civic Si	57.04	57.31+1P	57.91	57.04
4 Scott English		Honda CRX Si	1:07.62	1:02.53	1:02.30	1:02.30
5 Jason Fuller		Honda Civic Si	59.85 (Fun)	1:09.29	1:04.63	1:09.29*
6 Jason Fuller (Fun)		Honda Civic Si	59.66	59.59	58.27+2P	59.59
D Street Prepared						
1 T David Robinson	SCCA	VW Golf	56.89	56.81	59.49	56.81
2 T Larry Allamong		MGB	58.54	57.26	57.49	57.26
3 Troy Blanton	TSCC	MGB	59.96+1P	58.09	57.45	57.45
4 Ray Elliot		Suzuki Swift GA	1:00.09	59.09	59.24	59.09
5 Bud Scott	VMSC	Mazda RX-3	1:02.59	1:00.76	59.31	59.31
6 Brian Henne	VMSC	VW GTI	DNF	DNF	1:00.93	1:00.93
E Street Prepared						
1 T Nick Smiek		Chevy Monte Carlo	58.96	57.63	57.85+1P	57.63
C Prepared						
1 T Andy Siff	VMSC	Eagle Talon	59.47	58.17	58.65	58.17
D Prepared						
1 T Rick Carr	VMSC	Honda CRX 1500	1:00.33	57.50	55.68	55.68
2 Bill Hunter	VMSC	Honda CRX 1500	56.85	56.12	55.73	55.73
3 George Page	SCCA	Honda CRX 1500	58.78+1G	58.88	57.18	57.18
4 Shelia Hunter	VMSC	Honda CRX 1500	1:00.11	59.67	59.93	59.67
E Prepared						
1 T Robie Robinson	VMSC	VW Bug	1:02.20	59.97	DNF	59.97
A Modified						
1 T Jim Fry	SCCA	Royale RP-18A	46.51 FTD	47.66	47.98	46.51
2 Dave Cutchins	TSCC	Royale RP-18A	48.07	47.29	47.29	47.29
3 Allen Goode	SCCA	VW ASR	51.19	50.66	50.22	50.22
C Modified						
1 T Stan Vann	SCCA	Caldwell D-9	48.31	47.89	47.21	47.21
D Modified						
1 T John Sheally		Morgan 4/4	53.93	53.63+1P	52.56	52.56
2 Ken Van Horn	VMSC	Lynx FV	59.26	55.74	54.97	54.97
3 Harry Lee	SCCA	VW Dune Buggy	DNF	1:04.93	59.29	59.29

* Non-worker; fastest time forfeited.

THANKS

The ODs thank the competitors and workers for making this a safe and successful event. Our special thanks go to those who came early to help set up, worked extra heats, or stayed late to take down the course.



Registration 10:30AM - 11:30AM
FCO 11:45AM

Start Location: Rockwood Square Shopping Center
Southwest Corner of Route 360 & Courthouse Rd.

\$15.00 Per Car

Rallymasters - Gerry Eberhard & Phil Webster
For pre-registration & further info call 745-2572

RESULTS

"ANOTHER DAY IN THE COUNTRY RALLY"

October 2, 1993

Rally Masters: Gerry Eberhard* & Phil Webster*

Official Pre checks: Neale Dickinson* & Scott Powell*

CAR NO.	CLASS	DRIVER	NAVIGATOR	MARQUE	CONTROLS										TOTAL	POSITION OVERALL	POSITION IN CLASS
					1	2	3	4	5	6	7	8	DIY				
1	Unequipped	Bookie Westbrook*	Barbara Westbrook*	Acura	32	63	54	200	53	26	198	6	1	635	3	1 T	
2	Equipped	By Rockwood	Neil Jablonski	Toyota	1	2	14	2	4	12	99	3	0	137	2	2	
3	Equipped	Valt Greenwood*	Barbara Greenwood*	Saab	1	2	11	3	4	7	2	7	0	37	1	1 T	
4	Unequipped	Sue Howells	Mary Isemann	Suzuki	47	41	14	200	149	194	200	13	200	1058	4	2	

* VMSC Club Member

T - Trophy Position

The rally masters thank the contestants that came out to run the event. We also thank the following control workers...
Neale Dickinson*, Dick Boogher*, Mike Weedon*, Tom Yost*, Len Wells*, Libby Wells*,
Alan Armstrong*, T. J. Armstrong, and Scott Powell*.

Official Starter and Registrar: Sandy Eberhard*



PRESENTS

AUTOCROSSING

OCTOBER 17 NOVEMBER 21 Southside Speedway

FIRST CAR OFF 10 AM (VMSC TIME)



SOLO II RULES

3 TIMED RUNS
10 CAR HEATS

REGISTRATION OPENS 9 AM
PLEASE SIGN UP TO WORK AT REGISTRATION

NO ALCOHOL CALL KEN VAN HORN 598-4009

BEST TIME LOSS PENALTY FOR NON-WORKERS



**COUNCIL OF MOTORSPORTS CLUBS
ROCKY MOUNTAIN REGION, INC.**

Tom & Kathy Blanchard - 2830 North Ave. C-303 - Grand Junction, CO 81501 - 303/434-5042

AUTOCROSS at SOUTHSIDE SPEEDWAY 10-17-93

Class	Name	Marque	1st Run	2nd Run	3rd Run	4th Run	Best Time
A/S	John Beazley (T)	Porsche 968	58.59	56.75	55.65	55.59	55.59
B/S	Richard West (T) (FTD)	Toyota MR2 Turbo	52.03	50.39	50.28	49.41	49.41 (FTD)
	Charlie Passut	Shelby GLHS	105.59	58.24	56.80	56.06	56.06
C/S	George Ferrell (T)	Mazda Miata	53.87	52.67	52.23	51.40	51.40
	Randy Agee	Pontiac Fiero Formula	58.47+G	57.09	57.13	56.64	56.64
E/S	David Langston (T)	Plymouth Colt Turbo	56.37	52.89	52.32	50.68	50.68
	Tyler Hancock	Triumph TR6	52.20+1p	102.01+2p	52.68	51.74	51.74
F/S	Kerry Flynn (T)	Chevrolet Camaro	101.49	56.83	56.93	101.80	56.83
A/SP	John Kessler (T)	Porsche 911	52.77	52.83+G	51.09+1p	51.18+G	52.77
C/SP	Chip Williams (T)	Honda CRX	107.23	51.08	50.59	DNF	50.59
	Jason Fuller	Honda Civic	59.37	58.20+1p	56.50	56.18	56.18
D/SP	Brian Henne (T)	Volkswagon Rabbit GTI	55.91	100.50	54.50	103.59	54.50
E/SP	Nick Smilek (T)	Chevrolet Monte Carlo SS	55.37	53.80	53.03	51.18+2p	53.03
E/P	Robie Robinson (T)	Volkswagon Beetle	57.33	55.90	107.08	55.22	55.22

(T) - Trophy position (FTD) - Fastest Time of the Day

Road rally lets driver test wits through tricks, traps

Precision is also an important part of the competition

BY JUNE STEPHENSON
SPECIAL CORRESPONDENT

Do you have an adventuresome spirit and enjoy the open road? Do you enjoy mental challenges, competition and good fun?

If you have a car, a friendly companion and a love of motoring, then consider a road rally.

If you like a drive in the country on a Sunday afternoon and take pleasure in competitive games of skill and precision, you will enjoy Richmond rallying.

If you're the sociable type, there's almost always some kind of social affair after the rally — to the extent that some people think of a rally as an excuse for a party.

Rallying in Richmond

The Richmond Area Virginia Motor Sport Club has plenty of enthusiasts and opportunities for exhilarating and challenging excursions.

Shelia and Bill Hunter have been rally enthusiasts for years.

"All you need is a car, partner, pencil and paper, stop watch and a trip odometer," Sheila Hunter said. "After that, it's every team for itself, with a good party guaranteed at the finish line."

The Hunters rally about once a month and welcome first-timers. "Newcomers to the sport sometimes confuse a local rally with the expensive European sports car rallies of the same name, which involve high speeds and great distances, such as the Monte Carlo Rally," Bill Hunter explained.

Actually, motor rallying in the United States is the most accessible form of motorsport available to a local driver. It does not require special equipment, driving skills or

a sports car.

The local Virginia rallies are automotive contests in which competing crews, each consisting of a driver and a navigator, leave individually from a prescribed starting point and, following written instructions, drive over public roads to the finish.

The winner is determined by following directions and meeting checkpoints on time, rather than speed. Rallying is a fascinating, competitive game of navigational and driving skill.

Rallying isn't racing

While it is competition, rallying is not racing.

Events are conducted at legal speeds on public roads. Any insured, street vehicle is suitable as a rally vehicle.

Rallying is perhaps the only form of motorsport in which "brainpower" wins over horsepower, and beginner's luck is often a significant factor.

It has been called a parlor game for adults, played outdoors on the open road with cars.

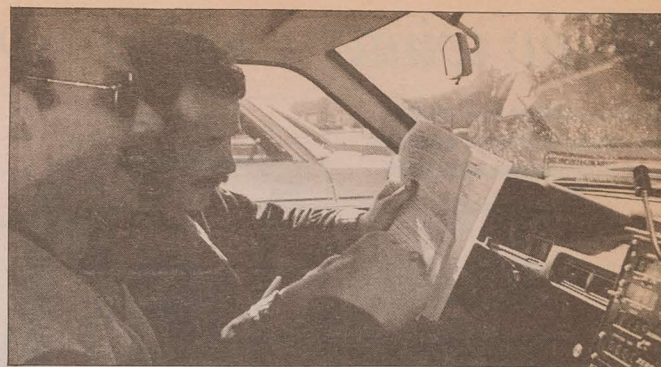
"Rallying appeals to all ages and professions," said Wilt Greenwood of the Virginia Motor Sport Club. "If a person likes to drive in the country and enjoys a mental challenge, then I can guarantee, he or she will enjoy rallying."

Time-speed-distance

Richmonder ralliers typically use the Time-Speed-Distance rally.

The driver and navigator must not only follow the prescribed course, but also must try to drive at exactly the assigned average speeds.

The rallymaster plans the course, writes instructions and selects checkpoints. Then he carefully measures the route and assigns



RALLYING. Brothers Floyd (left) and Marvin Mills, who compete in the equipped class, have a rally computer for the Time-Speed-Distance Road Rally.

RALLYING IN VIRGINIA

Richmond area

Virginia Motor Sport Club
Wilt Greenwood (804) 282-1493
Upcoming Rallies: Nov. 14 and Dec. 5

Roanoke area

Blue Ridge Region
Sports Car Club of America
Earl Hutson (703) 890-5883

Tidewater area

Old Dominion Region
Sports Car Club of America
Mike Gannon (804) 244-9466

Northern Virginia

Doug Sheatsley (703) 204-0026

auto charades (something like "right first opportunity after third yellow mailbox").

The second goal is to try and run at exactly the assigned speeds from checkpoint to checkpoint. Each team begins the event with no points, with penalties assigned for arriving early or late. The team with the lowest point total wins.

"As rookies, Bill and I rallied as a team, but we ended up arguing about mailboxes, so we drove with other partners for a while," Shelia Hunter said. "After 20 years of marriage, we mellowed out and now race as a team again. He drives, I navigate."

However, it is not uncommon for spouses to be on different teams.

A typical Richmond rally takes place on Sunday and lasts three to four hours. Teams start in the late morning and run rural courses that run 75 to 100 miles.

"We usually reach the final checkpoint around 4 p.m. and end with a dinner or a cookout," Bill Hunter said. "It's lot of fun and a great couple sport." Fees range from \$12 to \$20, dinner and trophies included.

"Don't worry about a rally being hard on your car," Greenwood said.

"A properly set-up rally will not abuse your vehicle in any way. Rally organizers are a safety-conscious bunch and never require you to exceed speed limits or travel over dangerous terrain."

average speeds to different portions of the course. Penalties are assigned for arriving early or late at a checkpoint.

How to win

A team's first goal is to follow the route. This might not be as easy as it seems, since the route instructions might be cryptic or contain "tricks and traps" much like

Richmond Times-Dispatch

FALL CAR CARE

BUYING A CAR?

Do research first

PAGE 3

ROAD RALLIES

Seek adventure
and challenge

PAGE 6

CAR NEEDS TO BE MINGED?

Find out about detailing

PAGE 7

CORNBREAD

COAST TO COAST

If You Let

The Good Times Roll

re-energize

You May Find Time For Fun
If You Do Not, But Whine And Moan
We'll See That You Have None

VMSC PRESENTS

A Fine Rally and Party OD'd By
Bill Hunter and Andrew Siff
On Sunday, Nov. 14, 1993
Starting From the Parking Lot
on Center St. in Ashland, Across
From The Ironhorse Restaurant,
at Which You Should End Up.

Cost: \$20.00 per Car
For More Information,
Call 752-6410 The Ironhorse (Andy)
752-7669 HondaSports (Bill)

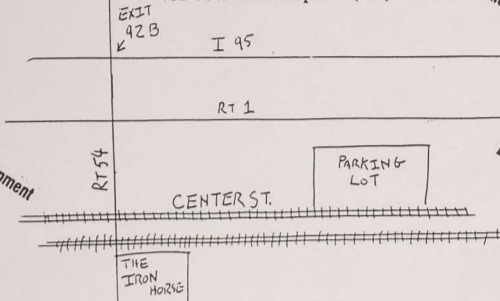
Southern Style

chili

exotic fungus

Unique equipment

BEER



LET THE GOOD TIMES ROLL RALLY

NOVEMBER 14, 1993

RESULTS

OA	CLUB	CL	PO	DRIVER	NAVIGATOR	MARQUE	1	2	3	4	5	6	7	TOT
1	None	E	T1	Gordon Wagner	Rita Wagner	Honda	1	1	41	4	13	38	53	151
2	VMSC	E	2	Gerry Eberhard	Heale Dickinson	Mitsubishi	4	2	0	1	1	138	51	197
3	VMSC	E	3	Wilt Greenwood	Barb Greenwood	Saab	0	1	2	1	1	200	53	258
4	VMSC	E	4	Doug Burton	Mike Weedon	Honda	52	81	200	1	53	1	6	394
5	VMSC	E	5	Scott Powell	Pat Concodora	Chevy	34	5	97	200	13	200	62	611
6	None	U	T1	Terry McManaway	Candy McManaway	Ford	106	62	200	67	6	200	118	759
7	None	R	T1	Clay Holcomb	Greg Seagraves	Honda	200	107	200	46	4	200	14	771
8	None	R	T2	Tommy Strickland	Melvin Woodcock	Chevy	200	9	42	200	39	300	110	900
9	None	R	T3	Joe Condon	Michael Condon	Mitsubishi	200	45	200	56	200	200	1	902
10	VMSC	R	4	Charlie Passut	Mark Passut	Shelby	41	200	16	300	25	200	300	1082
11	None	R	5	Peter Zubof	Chris Zubof	Honda	200	107	159	200	144	200	84	1094
12	None	R	6	Beth Angell	Joel Klein	Mercury	149	163	200	2	200	200	300	1214
13	None	R	7	Mike Greenberg	Art McKinney	Porsche	300	300	300	200	26	195	21	1342
14	None	R	8	Ginger Gibson	Sabra Harris	Jeep	200	50	200	200	200	300	300	1450
15	None	R	9	Tom Bucher	Bobby Aspinall	Chevy	200	200	200	200	79	300	300	1479
16	None	R	10	Gail Robertson	Phyllis Dawson	Daihatsu	200	200	300	200	34	300	300	1534
17	None	R	11	Oscar Blayton	Bonnie Winston	BMW	200	200	200	182	200	300	300	1582
18	None	R	12	Steve Lowery	Vincent Revere	Toyota	200	300	300	300	300	300	300	2000
19	None	R	13	Vince Donlon	Erin Donlon	Jaguar	200	200	200	---	---	---	---	DNF

RALLYMASTERS: Andy Siff, Bill & Shelia Hunter

OFFICIAL PRECHECK: Floyd & Beth Mills

DAY-OF-EVENT WORKERS: Floyd & Beth Mills, Marvin & Jan Mills, Joe Creery, Charlene Johnson, and jet Burton

The ODS would like to thank everyone who participated in this rally--the precheckers, workers, & contestants. We hope everyone enjoyed the event--we enjoyed putting it on and the weather was perfect (Thanks, Floyd!). Hope to see you all at the next rally on December 5th!

Bill & Shelia

"Let The Good Times Roll" - Good Turnout, Good Event

The next-to-last event in the 1993 Rally Season, the Hunter/Siff "Let The Good Times Roll", definitely proved that rumors of the death of trap rallying in the Mid-Atlantic area have been greatly exaggerated. The combination of an excellent event, good (if somewhat serendipitous) pre-event publicity, fine weather, and an advertised post-event party resulted in an entry of nineteen cars, thirteen of which were enthusiastic rookies. While this number doesn't look all that large compared to, say, some of the DC clubs' average entry of a few years ago, it is a record high for Richmond this year, and, indeed, for the last several years. Following as it does the turnout of seventeen cars for the "Deja Vu V" rally in September, perhaps we can hope for a trend.

While the overall entry, and especially the number of new contestants, was extremely gratifying, the number of out-of-town cars that managed to get down for the event was somewhat disappointing - only one car! Admittedly, the Washington area made up in quality for what it failed to supply in quantity, since Gordon and Rita Wagner handily walked away with first overall, but most of the Richmond equipped crews would much prefer that DC send several teams of good losers - it would make us feel much less inadequate.

As to the Rally itself, we felt it to be an exceptionally clean, interesting and well balanced event, and fun for both experienced and absolute neophyte teams. The fact that it was hard enough to interest the best teams was proven by the Wagners' winning score of 151 over seven controls (obviously not a zero battle), while only one DNF out of the thirteen rookie cars certainly indicates attention to well looped or fail-safe traps. The Rallymasters are to be congratulated. Also, the chili feast at the Ironhorse Restaurant, where the rally ended, was as usual good enough to be worth the price of entry even if the rally had been a bummer. (The original Rallymasters were Bill Hunter and Andy Siff, Proprietor of the Ironhorse. As work on the rally progressed, Shelia Hunter was also drafted as a Rallymaster, which meant that Floyd and Beth Mills had to be called upon to precheck. This arrangement probably cost the event at least two possible entrants, but it was certainly justified by the final product.)

The rally format was the relatively standard VMSC approach of Special Instructions taking priority over Numbered Instructions, with Route following being the last resort if neither could be executed. The event started off with a simple trap on Leg 1, just an SI that required the contestant to pause 0.50 minute at Route 777. Route 777 was, of course, indicated as Dead End and so, according to the General Instructions, did not exist. Those that paused were 50 hundredths late at the control, which turned out to be a typical penalty throughout the rally for biting an intended trap.

Leg 2 featured the ubiquitous "lack of NRC" trap. The Generals stated that Instructions not containing the abbreviation NRC (No Route Change) required a change in Route. NI 20 simply quoted a sign and called for a 0.25 minute pause. The lack of NRC, however, meant that the contestant had to change Route at the first opportunity after seeing this sign. Those who failed to do so saw another sign which armed the usual 0.50 minute pause, and making them late.

There were two separate traps on Leg 3. The first was a nasty little hooker having to do with a Generals prohibition - contestants were told that wording would not be quoted from road surfaces, cemeteries, or portable real estate signs. If you took "cemeteries" to mean "tombstones", you had a problem. SI 4 required a pause (would you believe 0.50 minute?) at "Second Mount". The sign turned out to read in full "Second Mount Zion Cemetery" and was in fact located within that cemetery, making it ineligible. If you did that correctly, you were given another opportunity to make a mistake by SI 5, which told you to take an action "where Route ends." Failing to notice that this did not necessarily refer to the Route on which you were traveling resulted in another late penalty.

Legs 4 and 5 were relatively simple "just stay alert, dummy" traps, both based on similar traps in Clint Goss's "Road Rally Handbook". Leg 4 featured a 20% speed reduction followed by a 20% speed increase, which a little quick math will tell you does not take you back to your original speed. Leg 5 contained SI 7, which directed a pause of "...0.50 minute .05 mile from Route 1.", This SI should of course have been executed both .05 mile before Route 1 and .05 mile after Route 1 - if you did it only once, guess how early you were.

Leg 6 contained one of the trickier traps of the day. SI 1, which had been in effect since just after the execution of NI 14, told you to pause 0.50 minute at "Mill Swamp". When the sign finally appeared, the contestants had been looking for it so long that the natural tendency was to check it off and pause the half minute in sheer relief. They should have noted, however, that the sign occurred in the middle of NI 58, a jog instruction, where the rules against overlap prevented you from executing another instruction. Zap! - for another 0.50 late. (Unfortunately, a very attractive although clearly marked dead-end road lured almost all of the contestants a good way off course later on this leg, negating to some extent the impact of an excellent trap. Still, that's rallying - we all should have seen the sign.)

Leg 7 provided the only touch of effusion of domestic fowl, and even this could not be considered dirty pool - you just had to be very observant. SI 8 required the usual 0.50 minute pause at "R F & P". Now, it's not that the letters weren't on a railroad associated object - they were on a very appropriate boxcar. And it's not that they were too small to read - each letter was at least six feet tall. No, the only possible objection to this quote was that the boxcar itself was fully five miles from any railroad line, a minimum of 100 yards off the road, and completely hidden by trees except for a window of approximately two seconds (and that's if you were traveling at the average speed of 40 - many weren't.) Nothing your average fighter pilot wouldn't notice every time, right? As far as we could tell, the only car that saw it still didn't pause because they couldn't decide whether or not it was on a motorized vehicle - they identified the lettering but missed the boxcar!

All in all, a great rally and a great party. The Hunters have consented to do another event early in the VMSC 1994 schedule, so keep an eye on the Checkpoints Coming Events schedule around February or March. In fact, keep an eye there all year, and come out and run. 1993 has been a very good year, comparatively speaking, for rallying in the Richmond area - 1994, with your participation, can be even better.

Wilt and Barbara Greenwood



PRESENTS

AUTOCROSSING

OCTOBER 17 NOVEMBER 21 Southside Speedway
FIRST CAR OFF 10 AM (VMSC TIME)



Solo II Rules

3 TIMED RUNS
10 CAR HEATS

REGISTRATION OPENS 9 AM
PLEASE SIGN UP TO WORK AT REGISTRATION

NO ALCOHOL CALL KEN VAN HORN 598-4009

BEST TIME LOSS PENALTY FOR NON-WORKERS



COUNCIL OF MOTORSPORTS CLUBS
ROCKY MOUNTAIN REGION, INC.

Tom & Kathy Blanchard - 2830 North Ave. C-303 - Grand Junction, CO 81501 - 303/434-5042

AUTOCROSS at SOUTHSIDE SPEEDWAY NOVEMBER 21, 1993

		CODES	MARQUE	1ST	2ND	3RD	BEST
S/S	1		CHEVY	1:23.00 p	1:09.83	1:08.99	1:08.99
S/S	2		ACURA	1:11.99	1:09.83	1:09.88	1:09.88
A/S	1		MORGAN	1:03.96	1:03.57	1:02.79	1:02.79
B/S	1		TOYOTA	1:03.86	1:03.28	1:03.09	1:03.09
B/S	2		DODGE	1:11.58	1:11.47	1:10.03	1:10.03
B/S	3		TOYOTA	1:16.26	1:14.84	1:14.36	1:14.36
C/S	1		MAZDA	1:09.58	1:07.47	1:08.43 p	1:07.47
C/S	2		MAZDA	1:14.98	1:14.88	1:14.25	1:14.25
C/S	3		PONTIAC	DNF	1:14.61	1:14.67	1:14.67
D/S	1		NISSAN	DNF	1:15.02	1:15.19	1:15.02
E/S	1		TRIUMPH	1:07.59	1:07.78	1:08.13	1:07.59
E/S	2		TRIUMPH	1:16.67	1:16.69	1:15.43	1:15.43
F/S	1		FORD	1:12.07	1:10.73	1:10.11	1:10.11
F/S	2		FORD	1:11.03	1:16.94	1:11.20	1:11.03
F/S	3		FORD	1:12.74	1:11.29	1:14.83 p	1:11.29
F/S	4		CHEVY	1:14.70	1:14.52	1:14.13	1:14.13
H/S	1		BMW	1:16.24	1:14.68	1:13.30	1:13.30
A/SP	1		CHEVY	1:03.93	1:02.46	1:37.87 p	1:02.46
A/SP	2		PORSCHE	1:07.95	1:05.24	1:04.91	1:04.91
A/SP	3		DATSUN	1:11.75	1:10.78	1:12.26	1:10.78
C/SP	1		HONDA	1:06.63	1:05.86	1:04.73	1:04.73
C/SP	2		HONDA	1:12.53 p	1:09.48	1:08.34	1:08.34
C/SP	3		DODGE	1:10.89	1:09.67	1:09.62	1:09.62
C/SP	4		MINI	1:21.29 p	1:13.07	1:12.25 p	1:13.07
D/SP	1		VW	1:05.78	1:04.03	1:04.16	1:04.03
D/SP	2		VW	1:06.97	DNF	DNF	1:06.97
D/SP	3		MG	1:10.49	1:08.97	1:08.53	1:08.53
D/SP	4		VW	1:12.40	1:11.01	1:09.83	1:09.83
D/SP	5		VW	1:13.87	1:11.53	1:11.44 p	1:11.53
D/SP	6		PONTIAC	1:16.94	1:14.47	1:12.62	1:12.62
D/SP	7		SUZUKI	1:14.28	1:15.38	1:13.61	1:13.61
E/SP	1		FORD	1:13.49	1:12.13	1:11.43	1:11.43
C/P	1		FORD	1:06.93	1:06.92	1:05.69	1:05.69
D/P	1		HONDA	1:07.26	1:06.07	1:06.10	1:06.07
D/P	2		HONDA	1:14.79	1:14.31	1:15.83	1:14.31
E/P	1		MORGAN	1:08.58	1:03.82	1:04.36 p	1:03.82
E/P	2		VW	1:12.26	1:10.13	1:09.66	1:09.66
E/P	3		BMW	1:14.70	1:16.30	1:13.73	1:13.73
E/P	4		VW	1:20.81	1:15.37	1:11.73 p	1:15.37
E/P	5		BMW	1:18.70	1:17.06	1:16.71	1:16.71
F/P	1		MAZDA	1:13.17	1:11.17	1:14.33	1:11.17
F/P	2		DATSUN	1:16.83	1:12.60	1:11.81	1:11.81
A/M	1		VW	1:04.01	1:01.47	DNS	1:01.47
D/M	1		DNF	DNF	1:08.17	1:08.17	

v - VMSC MEMBER
p - NON-WORKER
t - TROPHY WINNER
p - TIME INCLUDES PENALTY
f - FASTEST TIME OF DAY

OD'S - KEN VAN HORN AND SCOTT POWELL

THERE WERE NO WORKERS (WHO SIGNED THE WORKERS LIST) WHO WERE NOT CONTESTANTS AS WELL.



Rally & Party

THE JOURNEY OF GAMMONS RALLY

A MEDIUM TO HARD TIME-SPEED-DISTANCE RALLY OF APPROXIMATELY 90 MILES FEATURING A BLEND OF OLD AND NEW TRAPS, FULLY LOOPED LEGS, MODERATE SPEEDS, A MINIMUM OF DIRT, SCENIC ROADS, AND A PARTY AT THE FINISH.

RALLYMASTERS AND COURSE LAYOUT:
NEALE DICKINSON AND DICK BOOGHER

OFFICIAL PRECHECK:

WILT AND BARBARA GREENWOOD

DATE OF EVENT:

SUNDAY, DECEMBER 5, 1993

TIME OF EVENT:

REGISTRATION FROM 10:00 TO 10:45 A.M.

1ST CAR OFF AT 11:01 A.M.

STARTS FROM:

THE RIDGE SHOPPING CENTER, LOCATED NEAR THE NORTHEAST CORNER OF THE INTERSECTION OF PARHAM AND QUIOCASIN ROADS, APPROXIMATELY 1.7 MILES SOUTH OF THE PARHAM ROAD EXIT FROM INTERSTATE 64.

ENDS AT:

THE HOME OF DICK BOOGHER, 6801 WEST GRACE STREET, FOR A PARTY. FOOD & BEVERAGES FURNISHED BY VMSC AND INCLUDED IN THE ENTRY FEE.

COST:

\$18.00 PER CAR FOR THE RALLY AND PARTY. THE PARTY IS FREE FOR WORKERS. MEMBERS & FRIENDS OF VMSC WHO WISH TO ATTEND THE PARTY BUT DON'T WANT TO RUN THE RALLY CAN DO SO FOR \$4.00 A HEAD - COME AROUND 3:30.

PREREGISTRATION:

BY CALLING NEALE DICKINSON AT (804) 272-7610

THIS IS THE FINAL EVENT OF THE VMSC RALLY SEASON.
PLEASE PLAN TO RUN.

THE JOURNEY OF GAMMONS RALLY December 5, 1993

OFFICIAL RESULTS

Pos'n O'all	Class Pos'n	DRIVER / NAVIGATOR	Marque	Control					Total Score	
				1	2	3	4	5		DIY
1	T 1E	Doug Sheatsley / Robyn Seaton	Nissan	0	200	2	6	200	0	408
2	T 1U	Bill Hunter* / Shelia Hunter*	Honda	28	7	44	200	200	0	479
3	2E	T.C.G. Wagner / Rita Wagner	Honda	1	3	200	200	200	0	604
4	3E	Scott Powell* / Pat Concodora	Chevy	200	5	2	200	200	0	607
5	T 1R	Clay Holcomb / Greg Seagraves	Jeep	200	2	24	200	200	0	626
6	4E	Bix Goodwin / Marty Sullivan	Toyota	3	200	200	200	200	0	803
7	T 2R	Sue Howells / Mary Isemann	Suzuki	200	200	7	200	200	0	807
8	3R	Craig Gardner / Tom Spevak	Ford	200	177	177	200	200	0	954
9	4R	Andy Siff* / Ian Kirkland	Eagle	200	400	150	200	200	0	1150
10	5R	Jim Spevak / Karen Spevak	Ford	200	63	200	139	400	150	1152
11	6R	Peter Zubof* / Chris Zubof*	Honda	400	400	150	200	20	30	1200
12	7R	Jane McDorman / Sharon Payne	Isuzu	-	-	-	-	-	-	DNF

Rallymasters : Neale Dickinson* & Dick Boogher*
 Official Checkers: Barbara Greenwood* & Wilt Greenwood*
 Workers : Bobby Dickinson*, Gerry Eberhard*, Chuck Hoebel*, Barbara Greenwood*,
 Wilt Greenwood*, & Phil Webster*

T = Trophy position
 * = VMSC member

Thanks to all competitors for braving the weather and a special thanks to all the workers. We hope everyone had a good time. Have a wonderful Holiday Season and we hope to see you all next year.

Thanks again,
 Neale & Dick

RALLY REPORT

The Journey Of Gammons Rally was presented by Neale Dickinson and Dick Boogher on December 5, 1993. As might be expected from the title, "Jog" instructions wove a recurring theme throughout the event. In fact, it took eighteen lines in the General Instructions to explain exactly what a "Jog" was.

Having read and reread the Generals, we showed up at the start in a driving rainstorm to embark upon our Journey. The trap on the first leg really wasn't too difficult--not nearly as hard as the ones we tried to invent! All we had to remember was that exit ramps from interstates were part of the route exited to, and to follow our route to the left at the end of the exit ramp. Control One was the famous "Cadillac Control" location on Rt. 633, which provides enough pull-over area to accommodate your average Winnebago or 747.

Leg Two was also simple--as long as you noticed a quickie turn to the left through a campus on a legitimate three-digit route. A few more instructions, and we were back at the "Cadillac Control" for Checkpoint Two. Leg Three required you to remember that "S" (Straight) had to be executed at an intersection, and the checkpoint was again (you guessed it) the "Cadillac Control". Kudos to control workers Wilt and Barbara Greenwood and Chuck Hoebel, who managed to operate three open controls simultaneously with their usual aplomb.

After a short break, things turned ugly. If you read the Generals carefully (we didn't) you realized that although you were not allowed to execute two Nis or two SIs at the same intersection, nothing prohibited executing an NI and an SI at the same intersection. Not picking up on this minor detail resulted in an early max at Control Four, which was in a new location on Rt. 676.

On Leg Five Neale and Dick led us down the Primrose Path. Lulled into thinking we'd found the trap on the leg, the obligatory "lack of 'NRC' causing a change in route trap", we failed to notice that the point where Rt. 668 came together from three directions was not an intersection. Forcing an instruction to work there took us into the fifth and final open control (again on Rt. 676) almost six minutes late for another max.

Then it was time for the DIY leg. We'd been dreading it all day. It began with NI 40 directing an average speed of 60 mph at an official mileage while traveling straight on Rt. 6. It ended at an official mileage in NI 41, the very next instruction. That's all. No route changes. No SIs. No speed changes. No pauses. No nothing. We couldn't find the trap. We agonized over the Generals and NIs 40 and 41 all the way to the finish, but we just couldn't find it. We finally gave up and turned in our scorecard, resigned to the fact that we'd score another max. The leg slip for the DIY leg read (and I quote), "The ultimate way to end the rally season by allowing the contestants to finish up with a zero." There was no trap! It was the most diabolical thing the Rallymasters hit us with all day!

The rally ended in a pizza party at Dick Boogher's home. Everyone had a good time stuffing their faces and commiserating over bought traps. Our thanks to Neale and Dick for a most enjoyable end to the '93 rally season.

Shelia (for Bill and me)

1993...

